

**Twenty-seventh Annual
Report**

OF THE

RAILROAD COMMISSION

OF THE

State of Florida

FOR THE

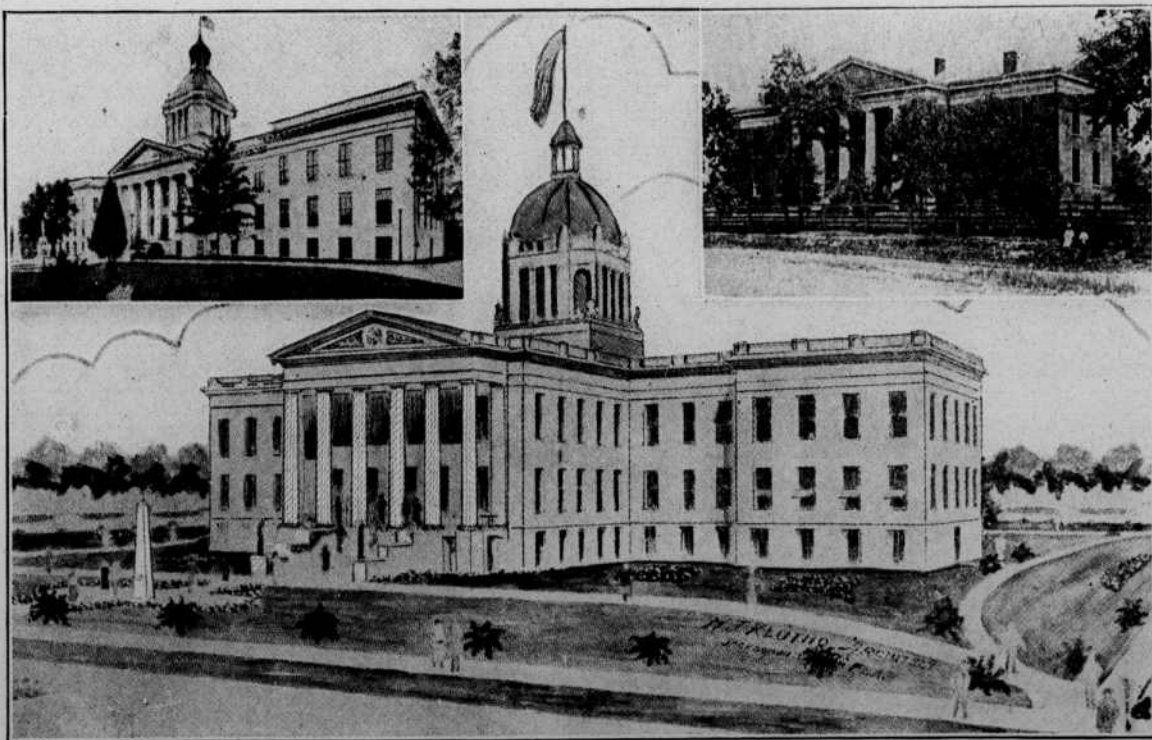
Year Ending February 29, 1924



T. J. APPEYARD, PRINTER, TALLAHASSEE, FLORIDA



FLORIDA'S CAPITOL BUILDINGS



Upper Right: Begun 1838, Finished 1842; Upper Left: Begun 1901, Finished 1902;
Centre: Begun 1922, Finished 1923.

COMMISSIONERS

GEO. G. MCWHORTER, <i>Chairman, Commissioner</i> ;	Aug. 17,
E. J. VANN, Commissioner;	1887, to
WILLIAM HIMES, Commissioner;	June 13,
JOHN G. WARD, <i>Secretary</i> .	1891.

(Commission was abolished by Act of Legislature, 1891;
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman, Commissioner</i> ;	July 1,
HENRY E. DAY, Commissioner;	1897, to
JOHN M. BRYAN, Commissioner;	Jan. 3,
J. L. NEELEY, JR., <i>Secretary</i> .	1899.

HENRY E. DAY, <i>Chairman, Commissioner</i> ;	Jan. 3,
JOHN M. BRYAN, Commissioner;	1899, to
JOHN L. MORGAN, Commissioner;	Jan. 8,
JOHN L. NEELEY, <i>Secretary</i> .	1901.

HENRY E. DAY, <i>Chairman, Commissioner</i> ;	Jan. 8,
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chair- man for the rest of the term.)	1901, to Jan. 6, 1903.

JOHN M. BRYAN, Commissioner;	Jan. 8,
JOHN L. MORGAN, Commissioner;	1901, to
JOHN L. NEELEY, <i>Secretary</i> .	Jan. 6,
(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	1903.

JEFFERSON B. BROWNE, <i>Chairman, Commissioner</i> ;	Jan. 6,
R. HUDSON BURR, Commissioner;	1903, to
JOHN L. MORGAN, Commissioner;	Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .	1905.

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	} Jan. 3, 1905, to Jan. 8, 1907.
R. HUDSON BURR, Commissioner;	
JOHN L. MORGAN, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8, 1907, to Jan. 4, 1909.
JOHN L. MORGAN, Commissioner;	
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1909, to Jan. 3, 1911.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	
(S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3, 1911, to Jan. 7, 1913.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1913, to Jan. 5, 1915.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 5, 1915, to Jan. 2, 1917.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	
(J. Will Yon resigned August 1, 1917, and Lewis G. Thompson was elected as his success- sor.)	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1917, to Jan. 7, 1919.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

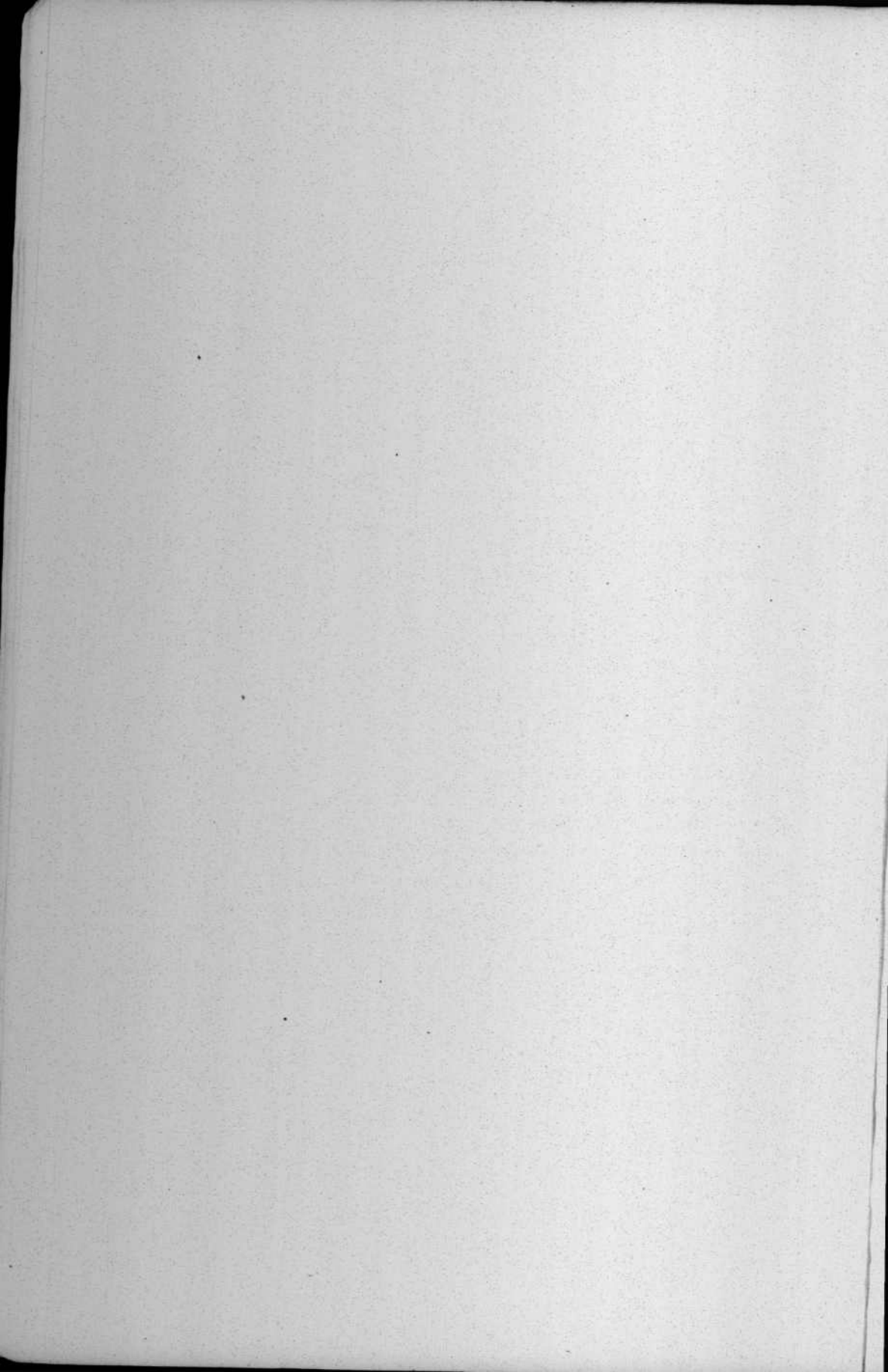
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1919, to Jan. 4, 1921.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1921, to Jan. 2, 1923.
NEWTON A. BLITCH, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	
<i>Note</i> —Royal C. Dunn was not a candidate for re-election.	

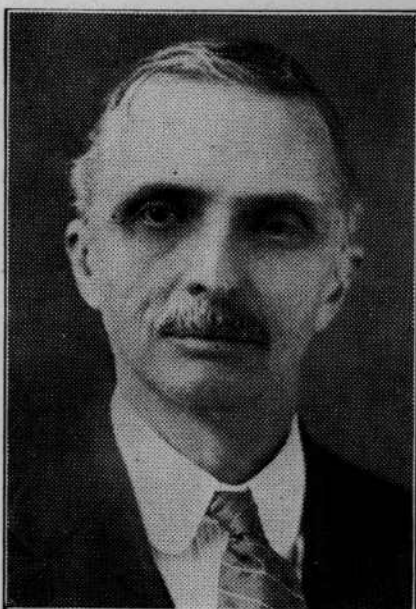
Note—Newton A. Blitch died on October 30, 1921, and was succeeded by Hon. A. D. Campbell, effective November 12, 1922.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1923, to Jan. 7, 1925.
A. D. CAMPBELL, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

NOTE.—A. D. Campbell died on February 10, 1924, and was succeeded by Hon. E. S. Mathews, effective February 25, 1924.



A. D. CAMPBELL



This memorial is written to express as well as we may our profound sorrow at the death of our associate, Honorable A. D. Campbell; our regret at the loss of his valuable services to the State of Florida; our appreciation of his sterling character and our deep sympathy with his family.

As a Commissioner, he gave to his work the best thought of a keen mind, tempered by the experiences of a useful life. He was sympathetic with the views of contending forces, yet nothing could swerve him from doing what he thought was right, and it may be truly said that he met the supreme requirement—"to love mercy, deal justly, and walk humbly before God."

For more than two years of intimate association, it was indeed a pleasure to be within the radiance of his calm, cheerful personality. One could not meet him even casually without being impressed with his gentleness and strength of character. Two of these admirable characteristics of his life were his love for his family and his love for his native State of Florida.

To his wife and family, whom he loved so well, we extend our sincere sympathy, commending to them the consolation which was his, that

"For tho' from out our bourne of Time and Place

The flood may bear me far,

I hope to see my Pilot face to face,

When I have crost the bar."

It is directed that a copy of this memorial be spread on the minutes, and a copy be sent to the family.

R. HUDSON BURR, Chairman,

A. S. WELLS, Commissioner,

E. S. MATTHEWS, Commissioner.

A. D. CAMPBELL.

A. D. Campbell was born September 10, 1868, in Walton County, Florida, and was the son of John L. and Christain (Douglass) Campbell. He acquired a public school education in Walton County and left school at the age of 16 years to apply himself to the task of learning telegraphy. When he was 18 years of age he was telegrapher and station agent for the Louisville & Nashville Railroad, and during the next twelve years remained in the service of that company.

In 1898 he embarked in the mercantile business at Chipley. In 1901 he organized a private bank at Chipley, at the time incorporating his mercantile business as the Campbell & Dekle Company. In 1906 he became the organizer of the First National Bank at Graceville, Florida.

Mr. Campbell served on the board of County Commissioners for five years. He was appointed receiver for the B. C. & St. A. R. R., which was in an unfinished condition and which he reconstructed.

On November 13, 1890, he was united in marriage to Miss Luta O. Dekle, of Chipley, Florida.

In November, 1921, Mr. Campbell was appointed by Governor Cary A. Hardee as State Railroad Commissioner to fill the vacancy caused by the death of the late N. A. Blitch, and was elected to that office for a term of four years, commencing January 1, 1923.

Mr. Campbell is survived by his widow, living at Chipley, Florida, and his children, Mrs. S. R. Mitchell, Mrs. C. A. Roundtree, A. D. Jr., John Neel, and Francis Daniel Campbell.

Report RAIROAD COMMISSION State of Florida

Tallahassee, Fla., March 1, 1924.

To His Excellency, Cary A. Hardee,

Governor of Florida.

Sir:

In accordance with the law, the Railroad Commissioners of the State of Florida herewith submit you their twenty-seventh annual report for the period beginning March 1, 1923, and ending February 28, 1924.

CLASS RATES IN THE SOUTHEAST

In our 26th Annual Report we gave in detail the history of the investigation by the Interstate Commerce Commission into the class rates from, to and between points in the Southeast up to the time that Report went to press.

Since that time the taking of testimony has been concluded, briefs have been submitted by interested parties, both shippers and carriers. Commissioner Eastman, of the Interstate Commerce Commission, who has been in charge of this case, is now engaged in writing a tentative report. This tentative report will be the subject of conferences with the representatives of State Commissions who have been sitting with Commissioner Eastman in hearing this case. The State Commissioners participating are Commissioners Perry of Georgia, Patterson of Alabama, and Burr of Florida, who have participated in the case from its inception; also Commissioner Maxwell, of

North Carolina, who withdrew shortly after the case was started, and Commissioner Forward, of Virginia, who, a short while ago resigned from the Virginia Commission. Commissioner Shumaker, of Virginia has been appointed to take the place of Commissioner Forward.

When the conferences with the State Commissioners have been concluded the matter will go before the entire Interstate Commerce Commission, and oral arguments made, after which a formal decision will be rendered.

This case is being handled as rapidly as possible, but because of the vast scope it embraces, together with the enormous amount of testimony and exhibits submitted, it will be some time yet before the final decision is handed down.

REFRIGERATION CHARGES.

In our last Annual Report we outlined the history of Refrigeration Charges in this State, with particular reference to the past several years. It was pointed out that on September 11, 1919, the Railroad Commissioners assailed the refrigeration charges on citrus fruits and vegetables from producing points in Florida to various Interstate destinations. That on July 12, 1921, the Interstate Commerce Commission delivered its decision in this proceeding, holding that the refrigeration charges were unreasonable to the extent of 20% of the cost of ice factor embraced therein.

On August 24, 1921 the carriers filed their petition for a reconsideration or rehearing of said cause insofar as the same related to the cost of ice factor entering into the refrigeration charge. On September 6, 1921 the Interstate Commerce Commission reopened the case for further hearing, providing that pending such further hearing the last decision of the Commission should remain in full force and effect. On November 19, 1921 the Commissioners pe-

tioned the Interstate Commerce Commission to reopen all issues for a full and complete investigation, except as to the carload minimum on vegetables under refrigeration. This petition was favorably acted upon. On November 7, 1922 the Interstate Commerce Commission handed down its decision on rehearing, finding that the original decision should be modified so as to permit the carriers to increase their refrigeration charges to the extent that they shall not exceed charges based on 85 percent of the cost of ice factor embraced in such charges in effect at the time of their original decision.

We reported this decision in our 26th Annual Report with a considerable degree of satisfaction because of the benefit it would be to the perishable shippers of Florida. We were dumfounded when, on July 3, 1923, Supplement No. 9 to Perishable Protective Tariff No. 2 was issued, effective August 10, 1923, the effect of which was to increase refrigeration charges approximately 16%. Immediately upon receipt of this supplement we petitioned the Interstate Commerce Commission to suspend same, and enter into formal hearing upon the merits of the increases sought. The attitude of this Commission is very succinctly stated in the application filed for suspension by Counsel for the Commission, Senator Jas. E. Calkins, from which we quote:

“We submit that the carriers are in the twilight zone of contempt of the Interstate Commerce Commission in thus filing a supplement to increase refrigeration charges scarcely before the ink is dry on the rehearing decision of that Commission reported only a few months ago establishing just and reasonable refrigeration charges for such traffic. If this procedure can be followed by the carriers, then there could never be a final decision of the Interstate Commerce Commission in any rate case before it. The carriers could apply for rehearing; upon rehearing being de-

cided against them, they could file a supplement (as was done in this case) stating the increases desired, and thus procure a second rehearing; and upon the suspension of such supplement they could proceed to file another supplement carrying the increases, and so on without end. Sufficient time should at least elapse between a final hearing decision of the Interstate Commerce Commission and an attempt to nullify such decision by filing tariff supplements, as to reasonably warrant the belief in changed conditions."

Regardless of the foregoing the Interstate Commerce Commission allowed the case reopened, and all of the old ground was gone over again. The Interstate Commission handed down its decision in the rehearing case on December 17, 1923, under Docket No. 1878.

In this decision it was held that "the proposed increased refrigeration charges on citrus fruits and vegetables from Florida to destinations in other states throughout the country, and in Canada found not justified. Suspended schedules ordered canceled." Items of cost as dealt with by the Commission were as follows:

- Cost of ice in car bunkers.
- Cost of hauling ice in car bunkers.
- Cost of switching to and from icing stations.
- Cost of wear and tear on refrigerating devices.
- Cost of supervision.

In this decision we get a very clear statement from the Commission with reference to these items, and it is hoped that there will be no further effort on the part of the carriers to increase refrigeration charge for some time to come.

EXPRESS RATES, INTERSTATE

The investigation into interstate express rates, I. C. C. Docket No. 13930, to which attention was called in our last Annual Report, came to a conclusion on November 10, 1923, when a final decision was handed down by the Interstate Commerce Commission. The findings in this case are quite voluminous, and involve many things that would not be of interest to Florida shippers. Many of the findings were not incorporated in the final order, in fact, with three exceptions, none of the findings were issued in the shape of an order, the language of the Commission being as follows:

"With the three exceptions above indicated we shall at this time enter no order to give effect to the foregoing findings, and the parties of record will be accorded opportunity, and are hereby cited, to show cause in writing, if any there be, on or before March 1, 1924, why those findings should not be made effective."

The paragraph of particular interest to Florida shippers is as follows:

"Found: That the present interstate commodity rates applicable to articles of food will be for the future unreasonable to the extent that they may respectively exceed the rates in effect on October, 12, 1920 from and to the same points."

It will be recalled that on October 13, 1920, an increase of 13.5% was allowed on all express traffic, and the result of this order would be to reduce express rates to what they were before this increase of 13.5% was authorized. This order, however, has not yet become effective. The Interstate Commerce Commission suspended the effective date,

and it is understood that this is to await the showing in writing which carriers may make under the order before March 1st, 1924.

EXPRESS RATES, INTRASTATE.

On January 10th, 1924, an investigation was instituted by the Railroad Commissioners of Florida, upon their own motion, into the intrastate rates and charges of Express Companies on articles of food to which Florida intrastate commodity rates are now applicable, for the purpose of determining whether such rates and charges, or any of them, should be reduced. Hearing was set at Tallahassee on January 24th, 1924.

By Notice No. 334, issued January 18, 1924, hearing in the above matter was postponed to February 27, 1924, at Tallahassee, Florida at 10 o'clock, A. M. in the hearing room of the commission.

RATES ON MILK AND CREAM

At a conference held September 28th in the office of the Railroad Commissioners, Tallahassee, Florida, between representatives of the Seaboard Air Line Railway Company, the American Railway Express Company, and representatives of the dairying interests of Leon County, it was agreed that the present baggage scale of the Seaboard Air Line Railway would be carried out to all distances reached by the rails of the Seaboard Air Line in the State of Florida, and on which 25% additional for milk carried in iced tubs, thermos or vacuum cans, will be charged; that the representatives of the Seaboard Air Line would handle with the First Vice President with a view of making this charge on milk carried in iced tubs 20% additional, instead of 25%, and would also handle with Atlantic Coast Line Officials and endeavor to have the same charge made applicable on that line. On two-line hauls between Seaboard

and Atlantic Coast Line points, it was agreed that the Seaboard Air Line would make the rate 10% less than the sum of the locals, and that they would handle the same with the officials of the Atlantic Coast Line for their consent to participate in this arrangement.

It was further agreed between the Seaboard Air Line and the American Railway Express Company that milk handled in baggage service from points on the Seaboard Air Line to Jacksonville in combination with the American Railway Express to points on the Florida East Coast Railway, the express scale will be open to all points on the line of the Florida East Coast Railway. On all of the above movements it was understood that empties would be returned free.

We are glad to be able to report that this agreement has been carried out in full, as the carriers agreed to a 20% addition on milk carried in iced tubs, and to a 10% deduction on joint hauls.

This new adjustment will be of benefit, not only to the milk shippers of Leon County, but the same benefits will accrue to shippers of milk in other sections of the State.

SHORT REFRIGERATOR CARS

During the shipping seasons of 1921 and 1922 the carriers began placing for the loading of vegetables refrigerator cars that were shorter than 32 feet between bunkers. These cars would not hold the prescribed minimum load, particularly of celery, and on vegetables like peppers, they would not hold the established ventilator minimum of 420 crates, thereby depriving the shippers of taking advantage of the alternative clause in the tariffs, which provides for the use of the ventilator rate when loaded to the ventilator minimum. Not only are the shippers being required to pay transportation charges on a greater number of packages than can safely be loaded in the cars furnished, but the injustice is aggravated by the fact that refrigeration

charges are on a per car basis, and such charges on these short cars are the same as on the larger cars. Protests from many shippers were made to the Commission, and it became our purpose to bring a formal case before the Interstate Commerce Commission with reference to the placing of the short refrigerator cars for the loading of vegetables. However, before this case could be formulated we were advised that the Southern Freight Association had docketed this subject for consideration, and that it would be heard in Atlanta, Georgia, on January 29th, 1924. The hearing in Atlanta was attended by Chairman Burr, the Rate Expert of the Commission, Mr. Robert Morrow, representing Chase & Company, Mr. H. T. Bennett, representing the Manatee County Grower's Association, and Mr. J. P. Ridge, Traffic Manager of the Florida Vegetable Corporation, Sanford Florida.

We were advised by the Southern Freight Association that their submittal was based upon the request of Mr. E. S. Briggs, Manager of the American Fruit & Vegetable Shippers Association. A similar submittal was made covering the furnishing of short refrigerator cars on behalf of the peach growers of Georgia.

The question was very fully gone into and explained by the gentlemen referred to above. If proper action is not voluntarily taken by the carriers, acting through the Southern Freight Association, to remove the injustice caused by placing these short refrigerator cars, by providing carload minimum that will fit the short equipment, it will be the purpose of this Commission to make a formal case before the Interstate Commerce Commission.

CANCELLATION OF EAST-BOUND TRANS-CONTINENTAL RATES.

This question is very concisely stated in a circular issued by Mr. C. S. Hoskins, Traffic Manager of the Tampa Board of Trade to the members of said Board of Trade, under date of January 25, 1924, which is quoted below :

“There was recently docketed for consideration by the Southern Freight Association a proposal of the carriers to cancel the specific rates on canned goods, C. L. from Pacific Coast Terminals and intermediate territory to all points in Florida, excepting Jacksonville and Florida Transfer, and in lieu thereof to establish a basis of Jacksonville combination.

“The Florida Railroad Commission, quickly responding to our call, deputed its Rate Expert, Mr. J. H. Tench, to appear with your Traffic Manager before the Southern Freight Association in protest of the proposal, and we did so appear at the hearing held in Atlanta, Georgia, January 15, 1924.

“There it developed the subject was ordered withdrawn from the docket upon the announcement of the trans-continental lines that they were preparing to cancel not only the specific item of canned goods, but **ALL THROUGH CLASS AND COMMODITY RATES** into the peninsular of Florida, and put them on the Jacksonville combination.

“We are now advised by the Florida Railroad Commission that, upon receipt of the objectionable tariffs, they will apply for suspension and make a formal case before the Interstate Commerce Commission on behalf of State interests at large.”

CITRUS FRUIT BOXES

The Southern Freight Association, with headquarters in Atlanta, called a meeting for Atlanta, July 17th, 1923, to discuss proposal to amend container tariff to provide that citrus fruit crates must be fastened with three hoops of birch, metal or fibre at each end and center, otherwise a 20% penalty to be assessed on shipments not so strapped.

At the request of the citrus interests we wired the Southern Freight Association, suggesting that the meeting be held at some point in Florida, for the reason that a representative meeting of the citrus interests could not be held in Atlanta. The Committee replied that the hearing would have to be held in Atlanta, but we were later advised by Mr. Dow, of the Florida Citrus Exchange that the Southern Freight Association had agreed to hold a meeting at some later date in Florida.

The meeting was held in Jacksonville on September 27th, and was attended by Chairman Burr, representatives of the citrus industry from various parts of the State, representatives of the carriers and the Southern Freight Rate Committee.

After an all-day conference the matter was settled by the carriers withdrawing their proposal, and an agreement being reached to amend the present tariffs by the addition of a foot note that inspection be made at packing points, and in instances where the shipper does not comply with the standard tariff requirements as to packages and packing, and by exceeding the bulge allowed by the tariff of $1\frac{1}{2}$ inches on oranges and $2\frac{1}{2}$ inches on grape-fruit, the carrier will refuse to accept such packages until the shipper places three hoops around same.

This appears to be a just and satisfactory settlement of a question that promised to become exceedingly troublesome.

CONFERENCES AND INVESTIGATIONS.

March 21, 1923: Commissioners Burr, Campbell and Wells: Conference with J. R. Hunter, Route Agent, American Railway Express Company, concerning office hours at Laurel Hill, Florida.

March 23, 1923: Commissioners Burr and Wells: Conference with Mr. Charles R. Capps, First Vice President, Seaboard Air Line Railway Co., relating to Tallahassee depot facilities and other matters in connection with the operation of that road.

May 3, 1923: Palatka, Florida: Commissioners Burr, Campbell and Wells: On complaint of shippers of Palatka in regard to inadequacy and poor service of the Atlantic Coast Line from Palatka to points on that line, a conference was held with shippers of Palatka and representatives of the Atlantic Coast Line Railroad Company.

May 7, 1924: Atlanta, Ga.: Commissioner Burr: Appearance on behalf of the Commission before the Fourth Section Committee of Southern Carriers in the matter of the revision of commodity rates from, to and between points in Southeastern Territory, Mississippi Valley Territory and Carolina Territory.

May 8, 1923: Commissioners Campbell and Wells: Conference with Mr. David Laird, Florida Manager, Southern Bell Telephone & Telegraph Company, with reference to general telephone conditions in Florida.

May 9, 1923: Washington, D. C.: Commissioner Burr: Appearance before Interstate Commerce Commission at the request of citizens of Pensacola in the matter of Finance Docket No. 2774, application of the Muscle Shoals, Birmingham and Pensacola Railway to issue certain bonds.

May 25, 1923: Jacksonville, Florida: Commissioner Burr: Hearing before the Interstate Commerce Commission in the matter of the application of the Florida East

Coast Railway Company for relief from Fourth Section on certain commodities moving from Jacksonville, Florida.

June 28, 1923: Jacksonville, Florida: Commissioner Burr: Investigation of a complaint of the Jacksonville Paper Company against the Seaboard Air Line Railway Company for alleged refusal to switch cars of the complainant on which other roads receive line haul charges.

June 28, 1923: Commissioner Campbell: Lake City, Florida: Taking measurements in connection with the erection of train sheds at that point.

July 11, 1923: Commissioner Campbell: Conference with Mr. H. P. Clements, G. P. A., The Pullman Company, regarding a complaint of Mr. Charles A. Mills, Miami, Florida, as to lack of conveniences in parlor car drawing rooms.

July 26, 1923: Orlando, Florida: Commissioner Burr: Attending conference of shippers with reference to proposal of carriers to increase Florida refrigeration rates.

July 30, 1923: Atlanta, Ga.: Commissioner Burr: Representing the Commission and Florida shippers and receivers of freight at a hearing before the Southern Freight Association with reference to proposed increase in rating on tractors., Docket 167, Submittal 10678.

August 3, 1923: Orlando, Florida: Commissioners Burr, Campbell and Wells: Conference with perishable shippers to consider what action should be taken with reference to proposal of carriers to increase refrigeration charges on Florida citrus fruits.

August 14, 1923: Lake City: Commissioner Campbell: Inspection of proposed umbrella sheds site.

August 14, 1923: Gainesville, Florida: Commissioners Burr and Campbell: Reference to petition for a Union Depot at that point.

August 15, 1923: Commissioner Burr: Jacksonville, Florida: Conference with reference to F. E. C. rates on

farm tractors. Meeting of citrus growers in the matter of proposed refrigeration charges.

August 20, 1923: Tampa, Florida: Commissioner Wells: Investigation of complaint against the Tampa Electric Company for failure to separate races in the cars of that company.

August 21, 1923: Commissioners Burr and Campbell. Conference with H. W. Purvis, Gen. Mgr., Georgia & Florida Railway, with reference to proposed leasing of the C. C. & O. by the L. & N. and A. C. L. Railroads, Finance Docket 3131.

August 30, 1923: Commissioners Burr, Campbell and Wells: Conference with Mr. Ralph Scott, Tallahassee, Florida, representing Leon County dairy interests, and Mr. G. Z. Phillips, A. G. P. T. M., Seaboard Air Line Railway Co., milk and cream rates from Tallahassee to points in the State.

September 19, 1923: Commissioner Burr: Jacksonville, Florida: Attending a meeting of a committee of shippers, relative to proposed increase in refrigeration charges.

September 26, 1923: Commissioner Burr: Jacksonville, Florida: Conference of shippers and representatives of the Southern Freight Association regarding proposal to require citrus fruit boxes to be fastened with an extra strap.

September 28, 1923: Commissioner Burr: Conducting conference between representatives of the Seaboard Air Line Railway and American Railway Express Companies and representatives of the dairy interest of Leon County; milk and cream rates from Tallahassee to points in the State.

October 2, 1923: Orlando, Florida: Commissioner Burr, and Campbell and Wells: Hearing before an examiner of the Interstate Commerce Commission, Refrigeration Charges, I. & S. Docket No. 1878.

October 10, 1923: Washington, D. C.: Commissioner Burr: Reference to Florida Refrigeration Charges, I. & S. Docket 1878, I. C. C.

October 23, 1923: Commissioner Burr: Miami, Florida: Investigation of application of the Florida East Coast Railway Company to discontinue Rockdale as a station for less than carload freight and to discontinue Rock Point as a station for less than carload freight and to remove the station building in the interest of safe train operation. Also to arrange for the annual convention of National Association of Railway and Utilities Commissioners to be held in Miami on December 4th.

November 7, 1923: Commissioners Burr, Campbell and Wells: Conference with Mr. J. E. D. Yonge, attorney and other officials of the Louisville & Nashville Railroad Company, relative to station facilities at Bonifay, Florida.

November 9, 1923: Commissioner Burr: Atlanta: Investigation of rates to, from and between points in Southeastern Territory, I. C. C. 13494.

November 21, 1923: Tampa, Florida: Commissioner Burr: Address on "Public Relations" before National Electric Light Association convention.

December 3-7, 1923: Commissioners Burr, Campbell and Wells: Miami: Attending annual convention of National Association of Railway and Utilities Commissioners.

December 28, 1923: Commissioner Burr: Jacksonville, Florida: Conference with Mr. J. E. D. Morris, Daytona, Florida, and Mr. H. N. Rodenbaugh, Gen. Mgr., Florida East Coast Railway Company, with reference to correctness of certain freight bills.

January 12, 1924: Commissioner Burr: Conference with Mr. S. H. Charles, Dist. Mgr., American Railway Association, Car Service Section, relative to work of the Southeastern Shippers Regional Advisory Board.

January 28, 1924: Commissioner Burr: Atlanta, Ga.: Attending hearing before Southern Freight Rate Asso-

ciation in regard to minimum rate for short refrigerator cars.

February 7, 1924: Commissioners Burr and Wells: Conference with Mr. David Laird, Florida Manager, Southern Bell Telephone & Telegraph Company, regarding general application of season rates.

February 12, 1924: Commissioner Burr: Jacksonville, Florida: Attending conference with representatives of Florida Growers and Shippers League* and the railroad companies, regarding emergency rates on citrus fruits.

February 16, 1924: Commissioners Burr and Wells: Conference with W. Buckner and J. M. Hannan, Superintendents of the American Railway Express Company, and G. W. York, Superintendent of the Southeastern Express Company, in the matter of postponement of hearing set for February 27, 1924, by Notice No. 334, with reference to intrastate express rates on articles of food to which intrastate commodity rates are now applicable, 1924.

February 20, 1924: Commissioner Burr: Atlanta, Ga.: Attending conference with reference to Class Rates to, from and within Southeastern Territory, I. C. C. Docket No. 13494.

February 21, 1924: Commissioner Wells: Conference with W. L. Stanley, Vice-Pres., P. L. Walton, Genl. Supt., and G. L. Hurley, Supt., of the Seaboard Air Line Railway Company, relating to underpass on the St. Augustine Road, Tallahassee, Florida, and improvements to depot facilities at that point.

REPORT OF SPECIAL COUNSEL

TO

THE RAILROAD COMMISSIONERS OF FLORIDA

FOR

YEAR ENDING FEBRUARY 29, 1924.

Special Counsel, employed by the Railroad Commissioners of Florida under the provisions of Section 4647 of the Revised General Statutes of Florida, submits the following report for the year ending February 29, 1924:

CASES BEFORE THE INTERSTATE COMMERCE COMMISSION.

1. Railroad Commissioners of Florida vs. American Railway Express Company, I. C. C. Docket No. 12893, Transportation of strawberries by express in carload lots from Florida to points in the United States.

This case was orally argued before the Interstate Commerce Commission sitting en banc in Washington on October 4, 1922.

On July 31, 1923, said Commission decided that the present service for the transportation of strawberries from Florida to northern destinations was inadequate to meet the requirements of the traffic, and directed the carriers to submit a plan covering the establishment of improved service. The Commission held in abeyance the question of affirmatively ordering the carriers to establish a carload express service and also deferred a finding respecting the allegation of undue prejudice.

Under dates of October 23d and December 8, 1923, respectively, the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway Company, the Richmond, Fredericksburg & Potomac Railroad Company, and the

Pennsylvania Railroad Company, submitted to the Interstate Commerce Commission their proposed plan of improved service; and on December 13, 1923, the Interstate Commerce Commission transmitted to the Florida Commission said proposed plan of the carriers for its information.

The proposed plan of the railroads was the shortening, in time, of schedules of trains handling strawberries in freight service.

On January 11, 1924, the Railroad Commissioners of Florida filed its reply to the railroads' proposed plan, contending that the carriers' plan was wholly inadequate to meet the transportation needs of shippers of strawberries, and insisting that the Interstate Commerce Commission should order and require the carriers to furnish an express refrigerator car service for the movement of strawberries from Florida to the leading northern markets.

On March 1, 1924, the Florida Commission was informed that the Interstate Commerce Commission had further decided to hold this proceeding open, and at the end of the present season require a detailed report from the carriers as to the strawberry movement during this season, and to take such other action as may be necessary to determine whether the proposed schedules are proving adequate to meet the requirements of the traffic.

I was particularly gratified in the Interstate Commerce Commission's finding that the present service for the transportation of strawberries from Florida to northern destinations was inadequate to meet the requirements of the traffic; because, upon this finding, I am of the opinion the carriers will ultimately be required to establish a carload express service from Florida, as no freight service will prove adequate to meet the requirements of the traffic.

At the end of the present strawberry shipping season a check should be made with respect to the carriers' performances, and a supplemental petition filed with the Interstate Commerce Commission setting forth the result of such check, and praying for an order requiring the

carriers to furnish a carload express service to the Florida shippers.

2. Investigation of Class Rates to, from and within Southern Territory by the Interstate Commerce Commission, I. C. C. Docket No. 13494.

The Florida Commission intervened in this cause to contest the position of the railroads that interstate rates in the Florida peninsula should be on a higher level than in other southern states.

During the months of June and July, 1923, I abstracted the evidence given in this case with respect to the Florida situation, and prepared a brief which was printed and filed with the Interstate Commerce Commission on August 1, 1923, urging that no transportation, or other condition, justify a higher level of interstate rates in Florida than in Alabama, Georgia, or South Carolina.

This proceeding is now awaiting the tentative report of Interstate Commerce Commissioner Eastman and the invited State Commissioners who sat with Commissioner Eastman in hearing the case. I would not undertake to speculate as to the time such tentative report will make its appearance.

3. Express Rates 1922, I. C. C. 13930, investigation instituted by the Interstate Commerce Commission into the interstate rates and charges of express carriers for the purpose of determining whether such rates are unreasonable.

The Florida Commission intervened in this proceeding, and I attended the Washington and Atlanta hearings.

On November 10, 1923, the Interstate Commerce Commission handed down its decision herein requiring, among other things, the express carrier to maintain and apply to the interstate transportation of articles of food to which commodity rates are now applicable, within and between the several express-rate zones, commodity rates which shall not exceed those in effect on October 12, 1920, from and to the same points; and cited the carriers to show cause,

if any there be, why the Commission's finding should not be made effective.

On February 29, 1924, the carriers filed with the Interstate Commerce Commission their Response to the Citation to show cause contained in the Commission's report of November 10, 1923, together with their petition for reconsideration of the order reducing commodity rates on food, and a statement with respect to carriers' cost study.

The proceeding is now pending upon carriers' application for reconsideration.

4. *Blackshear Manufacturing Company vs. Atlantic Coast Line Railroad Company, et al., Railroad Commissioners of Florida, interveners, I. C. C. Docket No. 13514.*

The complaint in this proceeding attacked the rates on fertilizer from Blackshear, Georgia, to destinations in Florida as unreasonable and unduly prejudicial; and assailed the intrastate rates from Jacksonville, Florida, to destinations in Florida as unduly preferential of Jacksonville shippers.

Inasmuch as the complaint indirectly brought into question the whole structure of fertilizer rates in Florida, the Railroad Commissioners intervened for the purpose of defending that structure; and for the further purpose of urging, in the event the Commission found the lower level of rates out of Jacksonville to be unduly preferential, that the discrimination be abated by a reduction of the interstate rates to the level of the State rates rather than an increase of the state rates to the level of the interstate rates.

On February 18, 1924, the Interstate Commerce Commission handed down its decision, holding rates on fertilizer from Blackshear, Georgia, to certain points in Florida unreasonable. The Commission made no definite finding with respect to allegations of undue prejudice, but held the case open to afford the Florida Commission an opportunity to revise intrastate rates in harmony with interstate rates prescribed.

In this decision the Interstate Commerce Commission found that rates on traffic to destinations in Florida south of the Jacksonville-River Junction line of the Seaboard Air Line and the River-Junction-Pensacola line of the Louisville & Nashville should properly be somewhat higher than those for similar distances on and north of those lines.

Were the intrastate rates to be adjusted on the basis of the above finding of the Interstate Commerce Commission, it would result in a higher scale of fertilizer rates for South Florida than for North Florida, which situation, as I understand the facts, can not be justified.

I would suggest that a formal petition for a rehearing of this feature of the case be immediately presented to the Interstate Commerce Commission.

5. Diamond Crystal Salt Company, et al., vs. about 1242 Railroads in the United States; Railroad Commissioners of Florida, interveners; I. C. C. Docket No. 14250.

This proceeding was submitted on brief March 28, 1923, and on September 12, 1923, the Attorney-Examiner for the Interstate Commerce Commission filed his tentative report finding, among other things, that the Florida intrastate rates and minimum on salt within the State of Florida are preferential to Jacksonville, Florida, and unduly prejudicial to Michigan and Ohio producers marketing their products in the State of Florida in interstate commerce at through rates.

Exceptions were filed to the examiner's report, and the case is now pending on such exceptions.

6. Investigation and Suspension Docket No. 1825, Cancellation of South Georgia Railway Switching Arrangements at Perry, Florida.

The South Georgia Railway issued on May 1, 1923, effective June 1, 1923, its Supplement No. 1, to I. C. C. No. 83, Switching and Absorption Tariff No. 4, applicable on traffic at stations on the South Georgia Railway.

The purport of this supplement was the refusal of the

carrier to switch carload shipments from or to the warehouse of the Perry Grocery Company located on the track of the South Georgia Railway within the switching limits of Perry, Florida, when from or to connecting lines.

The Interstate Commerce Commission, upon complaint, suspended the operation of all schedules contained in the supplement until the 29th day of September, 1923, and entered upon a hearing concerning the lawfulness of the regulations and practices stated in the supplement.

The case as thus presented became of vital interest to the shipping public; and at the request of the Florida Commission I appeared at the hearing, presented evidence touching upon the issue, prepared and filed a brief therein on July 11, 1923, contending that railroads are lawfully required to switch, at a reasonable charge, carload shipments from or to warehouses and industries located on their rails (not their team tracks) when to or from connecting lines.

On September 7, 1923, the Interstate Commerce Commission rendered its decision in this proceeding ordering the cancellation of the supplement, which decision was a distinct victory for the shippers.

7. Investigation and Suspension Docket No. 1878, Refrigeration Charges on Florida Fruits and Vegetables from Florida to interstate destinations.

By Supplement No. 9 to Dearborn's Perishable Protective Tariff No. 2, I. C. C. No. 1, filed to become effective August 10, 1923, the carriers proposed to increase approximately 15½ percent the stated refrigeration charges on citrus fruits and vegetables from points in Florida to all destinations in the United States and the Dominion of Canada.

Upon protest and petition of the Florida Commission, operation of Supplement No. 9, was suspended by the Interstate Commerce Commission, and a hearing entered upon concerning the lawfulness of the charges.

This proceeding was originally assigned, on short notice, for hearing at Washington, D. C., which caused much dissatisfaction among the Florida shippers; and by direction of the Florida Commission I appeared before the Interstate Commerce Commission at Washington and petitioned that the hearing be held in Orlando, Florida, instead of Washington. The Interstate Commerce Commission granted the petition and the proceeding was reassigned for hearing at Orlando, Florida.

Evidence was taken at Orlando, Florida, on October 3-6, 1923. Our brief was filed with the Interstate Commerce Commission on November 12, 1923, and oral argument was had before the Interstate Commerce Commission sitting en banc in Washington on November 23, 1923.

On December 17, 1923, the Interstate Commerce Commission decided that the proposed increased refrigeration charges on citrus fruits and vegetables from Florida was not justified, and the suspended tariff was ordered cancelled.

During the latter part of January, 1924, the railroads filed a protest against the decision of the Interstate Commerce Commission, and petitioned the Commission:

(a) To outline the conditions under which an inspection should be made that shall be comprehensive and complete as to the quantity of ice used in through icing from Florida.

(b) To make a careful study and investigation by competent accountants of the cost of hauling ice in car bunkers.

(c) To delegate to one of its officers the right to confer with an officer of the Fruit Growers Express Company and a representative of the railroad, to the end that the Interstate Commerce Commission will outline methods of tests as to the disputed items of cost going to make up the refrigeration charge on perishable commodities from Florida.

This protest and petition of the carriers is particularly significant, in that it would lay the foundation for a re-opening of this case at a future date.

8. Railroad Commissioners of Florida vs. Atlantic Coast Line Railroad Company and 351 other railroads in the United States; In re: Shipments of precooled vegetables in dry refrigerator cars from Florida to points in the United States.

On January 26, 1924, the Atlantic Coast Line Railroad Company, as initial carriers, and 351 other railroads, as connecting carriers, put into force and effect extra charges, in addition to regular carrying charges, on shipments of pre-cooled vegetables in dry refrigerator cars from Florida ranging from \$5.00 to \$15.53 per car. The Florida shippers objected to such charges, and the Florida Commission on February 25, 1924, filed a formal complaint with the Interstate Commerce Commission attacking such charges as unjust and unreasonable and in violation of Section 1 of the Interstate Commerce Act.

It is expected that this case will be assigned for hearing in April 1924.

CASES PENDING BEFORE THE COURTS.

9. Railroad Commission of Florida vs. Jacksonville Terminal Company, Mandamus.

This proceeding is to abate an alleged discrimination in the checking of baggage at the Union Depot in Jacksonville, Florida, which complaint has been before the courts in various forms for a number of years.

The respondents motion to quash the Alternative Writ of Mandamus issuing in this cause was orally argued before the Supreme Court on January 22, 1924; and on January 31, the Court handed down its decision denying the motion to quash, and requiring the respondent to make return within thirty days. On February 27th the Jacksonville Terminal Company filed its return to the Alter-

native Writ setting forth its defenses. Proper pleading to the respondent's return is now in course of preparation. I have hopes of forcing this litigation to an immediate conclusion.

10. Railroad Commission of Florida vs. Seaboard Air Line Railway Company. Mandamus in the Supreme Court to force construction of a depot at Lockhart, Florida.

Since filing of this proceeding, the railroad has obeyed the Commissioners' order by erecting the depot ordered; and the proceeding has been dismissed.

11. Railroad Commissioners of Florida vs. Seaboard Air Line Railway Company, and the Atlantic Coast Line Railroad Company; Mandamus filed August 2, 1923.

This proceeding is to require the carriers to obey the Commission's order of April 18, 1923, ordering said railroads to construct such tracks and switches at Bradentown as will enable said carriers to transport cars to and from each other's lines at said point.

On August 21, 1923, the Atlantic Coast Line Railroad Company filed its answer herein stating that it had completed its portion of tracks and switches necessary to an interchange of carload freight at Bradentown, but that the Seaboard Air Line Railway Company refused to join in making rail connections.

On February 16, 1924, the Seaboard Air Line Railway Company filed its amended answer to the Alternative Writ setting up, as a defense, that such connections would deprive it of its property without due process of law; and further that the State Commission had no jurisdiction to enter the order sought to be enforced, in that the Transportation Act had delegated to the Interstate Commerce Commission jurisdiction over all facilities for the interchange of traffic.

12. Railroad Commissioners of Florida vs. Seaboard Air Line Railway Company. Mandamus to enforce application of intrastate rates on movements of petroleum and

its products from water-side storage at Jacksonville and Tampa, to points in Florida.

The respondent has filed its answer to the Alternative Writ in this proceeding setting forth that all shipments of petroleum and its products from Jacksonville and Tampa to points in Florida are interstate shipments (not state shipments), and that the legal rates applicable are the interstate rates and charges.

The issue is thus clearly presented: Are such shipments intrastate or interstate?

I have suggested to the carrier that it would doubtless be more agreeable to the Supreme Court for interested parties to agree upon a statement of facts for use before the Supreme Court than to have the testimony taken before the court or by special examiner. This suggestion has been well received by the interested railroad, and April 16, 1924, has been set as a date for a conference between all interested parties at Jacksonville, Florida, for the purpose of agreeing upon the facts to be submitted to the Court.

13. Railroad Commissioners of Florida vs. Atlantic Coast Line Railroad Company. Mandamus to enforce application of intrastate rates on shipments of petroleum and its products from water-side storage at Jacksonville, Tampa, and Port Tampa.

This action is a companion suit to the proceeding against the Seaboard Air Line Railway Company with the same issues involved. It has been consolidated with the suit against the Seaboard Air Line Railroad Company, above mentioned, for purpose of hearing.

14. Railroad Commissioners of Florida vs. Seaboard Air Line Railroad Company and Georgia Southern & Florida Railway Company. Mandamus to enforce the carriers to erect umbrella or canopy sheds in connection with their union passenger depot at Lake City, Florida.

The respondents have filed answers in this proceeding denying the authority of the Florida Commission to order

the erection of sheds at said point, contending that the Transportation Act of 1920 has deprived the State of its power in this respect and placed jurisdiction in the Interstate Commerce Commission.

15. Railroad Commissioners of Florida vs. Atlantic Coast Line Railroad Company; Charlotte Harbor & Northern Railway Company; and East & West Coast Railway. Mandamus to require the erection of a union depot at Arcadia, Florida.

The East & West Coast Railway answered the Alternative Writ by stating that the Florida Commission had no authority to enter the order sought to be enforced; the Atlantic Coast Line raised the same question by demurrer; and the Charlotte Harbor & Northern Railway neither admits nor denies the lawful authority of the Florida Commission to make the order in question, and announces its willingness to abide the judgment of the Court.

16. Railroad Commissioners of Florida vs. Atlantic Coast Line Railroad Company. Mandamus to enlarge the switching limits of Sanford, Florida, to include Whitner's Siding.

The respondent has filed its answer to the writ issuing in this proceeding alleging, among other things, that the facts do not justify the order made by the Railroad Commissioners in this respect.

Respectfully submitted this 14th day of March, 1924.

JAMES E. CALKINS,
Special Counsel.

REPORT OF TELEPHONE ENGINEER

The telephone business in this State continues to grow by leaps and bounds. This past year there was an increase in the number of telephone stations of ten percent over the previous year, and the increase of the net additions for the year 1922 was \$1,310,000, while the increase

of net additions during the past year was \$1,487,225, an increase in investment alone of twelve percent.

Each year sees an improvement in the type of equipment used; the automatic system, especially are coming more in favor. At Miami, Clearwater, Plant City, automatic switchboards have been installed, and this service is very popular with the patrons. In each of these cities it was found necessary to increase the rates, due to the fact of this increased cost per station of investment and operating costs. Telephone companies are endeavoring to keep up with the demand for service, but in some sections the demand has been so brisk that delays in installation have been experienced.

The question of giving toll service is a serious one in Florida. There is a great demand for toll service, and while the Bell Company and The Peninsular Telephone Company are endeavoring to keep up with this demand, yet there are sections of the State that are far from being served satisfactorily, due to the fact that the smaller companies are operating in these sections and are handicapped more or less in financing this class of service.

With the opening of the Tamiami trail there will be a demand for long distance service in that section of the country, for this roadway will undoubtedly open up a vast area of rich country. It is quite possible that the gaps now in the Tamiami trail will be closed up in at least a year from now and that a considerable flow of traffic will follow the opening of this road. Means of communication will be necessary, and in all probability a demand for very long distance connections for points outside of the State. This is going to require that the lines to meet such demand must be engineered in the very best manner.

The west coast of Florida needs better long distance facilities, and the larger telephone companies serving this part of the country will be called upon to meet such needs, and with the right kind of co-operation the needs of the public can be met.

Adequate toll service is needed in this rapidly growing state and I urge all telephone companies to give this question the serious attention it deserves. Cooperation—not competition—is the key note.

During the fiscal year the telephone engineer was engaged in work of inspection of telephone properties and the investigation of complaints arising from the shortage of facilities causing delay in installation. Appraisals of property were checked and the books examined of companies which made application for rate increases.

The following investigations and inspections were made during the past year:

Halcyon Hall Hotel—The private branch exchange system in this hotel was inspected and the wiring and switchboards were tested out. Recommendations were made to the proprietor of this hotel to change the equipment and switchboard, which were found to be necessary.

An inspection was made of the new party line ringing system at Cocoa Exchange.

An inspection was made of the extensions to the cable plant in Orlando which extensions were necessary to take care of the increased business in that exchange.

The Tampa-Fort Myers toll line was the subject of further investigation. This line is not giving satisfaction yet, but the prospects are that satisfactory communication will be established between these two toll points before the close of the current year.

An inspection was made of the telephone system at Starke. Service tests made at this exchange were very satisfactory.

The engineer represented the Railroad Commission on the special committee of National Association of Railway & Utilities Commissioners on the depreciation hearing which was held in Washington before the Special Examiner of the Interstate Commerce Commission; and again in attending the committee meeting in St. Paul, Minnesota.

to assist in preparing a brief on depreciation before the Interstate Commerce Commission.

Further inspection of telephone properties were made at Crescent City, Lake Worth and Miami. In Miami a survey was made at Coral Gables in connection with proposed telephone exchange to serve this sub-division.

Investigation was made of complaint of interruption of rural service at Blanton, Dixie and Dade City, caused by removal of toll line off highway where new roads were being built.

Inspections were made of new telephone properties at Zephyrhills, Inverness, Wildwood, Centre Hill and Bushnell. With the exception of Zephyrhills the exchanges at these places are new, and are models in small exchange design and operation.

A complete inventory was made of the telephone property at Kissimmee. A petition had been made by a private individual to reduce the rates at this exchange. This case is pending.

Complaints of rural service in country adjoining Leesburg as to interruption of service. It was found that interruption complained of was due principally to reconstruction work which was made necessary by the building of highways.

The engineer accompanied the Commissioners at the street car hearings held in Jacksonville and Pensacola. The Jacksonville hearing was adjourned until investigation could be made by the city, and an independent investigation was made by the engineer to check up additions to property made since 1920, and to further investigate the condition of the old power house.

Applications for rate increases were made by the Peninsular Telephone Company at St. Petersburg and Plant City. Both of the appraisals of the properties at these places were checked by the engineer.

At the request of representatives of Mr. Barron G. Collier, a visit was made to Collier County for the purpose

of investigating the requirements of this county for long distance telephone service. A report was made and sent to Mr. Collier explaining the condition and making recommendations.

Respectfully submitted,

A. B. GREENE,
Telephone Engineer.

INFORMAL APPLICATIONS AND COMPLAINTS 1923

0. Refusal to give toll service on account condition of P. B. X. System. Hotel Halcyon, Miami, vs. South Atlantic Tel. & Tel. Co., Miami. Investigated by telephone engineer and satisfied.

1. Application of Seaboard Air Line to discontinue passenger stops at Ocklocknee and Lawrence Siding. Taking out stop at Ocklocknee for trains 38 and 39 approved. Discontinuing stop, train 36, Lawrence Siding, denied.

2. Careless handling of return strawberry refrigerator boxes. F. E. Conner, Wauchula, vs. American Railway Express Company. Adjusted.

3. Refusal to carry blind person without companion. J. H. Poole, Tifton, Ga., vs. Georgia Southern & Florida Railway. Not under jurisdiction of Commission. Subject to adjudication of courts.

4. Correctness of toll charges. E. B. Casler, Clearwater, vs. Peninsular Telephone Co. Toll charge legal. Service improved.

5. Delay in handling express matter from Naranja. Reedy-Bowers Co., vs. American Railway Express Co., and Florida East Coast Railway. Complaint settled by conference.

6. Application of Florida East Coast Railway to close City Point agency. Approved, effective March 15.

7. Inefficiency of agency-operator at Fairfield. Citizens vs. Tampa & Jacksonville Railway. Satisfied.

8. Delay in supplying cars. N. H. Thomas, Suwannee Valley, vs. Georgia, Southern & Florida Railway. Satisfied.

9. Shortage of refrigerator cars. L. R. Nixon, et al., Homestead, vs. Florida East Coast Railway. Relief afforded.

10. Segregation of races in street cars. Scott Leslie, Tampa, vs. Tampa Electric Co. Separation signs ordered installed.

11. Application of the South Georgia Railway to establish additional mixed train service between Adel and Perry for trial period. Approved.

12. Refusal to give rural telephone service. W. T. Coleman, Century, vs. Southern Bell. Satisfied.

13. Removal of spur track at 28 mile post. J. T. Tippet, Mayo, vs. Live Oak, Perry & Gulf Railway. No jurisdiction. Subject to contract. Private track.

14. Construction of additional track through Winter Garden. S. C. Carmack, Winter Garden, vs. Atlantic Coast Line Railroad. No authority. Under jurisdiction of local government.

15. Collection of telephone rental for period station is out of service. Cates Crate Co., Sanford, vs. Southern Bell. On written notice to company, proper discount must be made for time station is out of service after 24 hours, if fault of company, or after 48 hours if due to storm or disaster.

16. Refusal of agents on trunk line roads to pull scrip in exchange for tickets. Commission vs. Atlantic Coast Line and Seaboard Air Line. Adjusted.

7. Collection of 10c charge on toll messages between Largo and Clearwater. Mrs. H. G. Mowry, Largo, vs. Peninsular Telephone Co. Corrected.

18. Authority to prescribe suspension and restoration rule and toll charge collection rule. Lake Worth Telephone Co. Approved.

19. Require express agency at Graham, Fla., and give express service via northern end of T. & J. Ry. L. G. Barry vs. American Railway Express Co. Satisfied.

20. Petition for agency at Cleveland. C. C. Cleveland vs. Atlantic Coast Line Railroad Co. Withdrawn.

21. Leaving express shipments at Center Hill. J. A. Kimbrough vs. American Railway Express Co. Satisfied.

22. Poor telephone service, St. Petersburg. Mohr & Son vs. West Coast Telephone Co. Adjusted.

23. Charges for public toll station in hotel at Leesburg. Stepps' Hotel vs. Leesburg Telephone Co. Satisfied.

24. Petition for agency at Hobe Sound. Jupiter Island Protective Association vs. Florida East Coast Railway. Open.

25. Office hours for receipt of express, Laurel Hill. D. J. Sullivan vs. American Railway Express Co. Satisfied.

26. Delayed and careless handling of express shipments from Punta Gorda. O. A. Bell vs. American Railway Express Co. Satisfied.

27. Refund of deposit requirement to subscriber, Marianna. W. A. McAnulty vs. Gulf Telephone & Telegraph Co. Company holding refund defunct.

28. Delay in transit freight shipments from Jacksonville. W. B. Johnson Co. vs. Florida East Coast Railway Co. Satisfied.

29. Removal of telephone from Western Union office, Crestview. Bayou Fish Co., Valpariso., vs. Western Union. Satisfied.

30. Moving station building at Rochelle. Miss Marcia Turner, Rochelle, vs. Atlantic Coast Line Railroad. Satisfied.

31. Delayed placement car hay, Sanford. C. W. Zarling & Co., Jacksonville, vs. Atlantic Coast Line Railroad Co. Service improved.

32. Discontinuance flag stop at Station B-300. C. J. Ohmer, West Palm Beach, vs. Florida East Coast Railway Co. Satisfied.

33. Application of railroad companies to close freight stations for summer half holidays. Approved.

34. Seasonal discontinuance of Train No. 139, Tavares and Mt. Dora. Atlantic Coast Line Railroad. Approved. To be restored on Nov. 1.

35. Failure to furnish equipment. Alexander & Baird Co., Beresford, vs. Atlantic Coast Line Railroad Co. Adjusted.

36. Poor telephone service on rural line. C. S. Aeree vs. Leesburg Telephone Co. Line rebuilt.

37. Establishing Osteen as agency station. Harry Osteen, Osteen, Fla., vs. Florida East Coast Railway Co. Open.

38. Poor telephone service, Weirsdale. J. D. Walling, Weirsdale, vs. Leesburg Telephone Co. Additional rural line constructed.

39. Poor telephone service, East Lake. East Lake Investment Co., East Lake, vs. Leesburg Telephone Co. Satisfied.

40. Dropping southbound Pullman car at Orlando. W. B. Crawford, Orlando, vs. Pullman Company. Satisfied.

41. Toll charges improperly assessed. Tyndall Bros., Winter Garden, vs. Lake County Tel. Co. Compromised.

42. Petition for siding facilities. B. D. Belcher, Candler, vs. Atlantic Coast Line. Adjusted.

43. Delayed installation of telephone station. G. F. Andrews, Jacksonville, vs. Southern Bell. Satisfied.

44. Freight delayed in transit from Palatka to Moore Haven and Ft. Myers. Palatka Chamber of Commerce vs. Atlantic Coast Line Railroad. Conference held and complaint satisfied.

45. Leaving express shipments at Waldo. W. C. Boring, et al., Waldo, vs. Seaboard Air Line and American Railway Express Co. Extra express car furnished.

46. Application to close Orange Park agency on May 1. Atlantic Coast Line Railroad Co. Approved.

47. Discontinuing telephone service. Dr. W. G. DeVane, Trilby, vs. Pasco Telephone Co. Adjusted.

48. Erection of train sheds, union depot at Lake City. Columbia County Chamber of Commerce, Lake City, vs. Seaboard Air Line and Georgia Southern and Florida Railways. Formal.

49. Application of Postal Telegraph-Cable Company to close certain winter offices. Approved.

50. Refusal of telephone service. Mrs. Alice M. Ulrich, Georgiana, vs. Brevard County Telephone Co. Adjusted.

51. Establishing agency at Dundee. Dundee Board of Trade vs. Atlantic Coast Line Railroad. Caretaker appointed.

52. Discontinuing telephone service. G. M. Harrell, Live Oak, vs. Florida Telephone Co. Adjusted.

53. Petition for express platform, Florahome. Florahome Produce Exchange vs. Southeastern Express Co. Satisfied.

54. Kissam Spur, including in Orlando switching limits. Kissam-Harris-Newell Co., Orlando, vs. Atlantic Coast Line Railroad. Not justified.

55. Application to close Dover agency. Atlantic Coast Line. Approved. To be reopened during strawberry season.

56. Refusing to transport tomato shipments, l. c. l. freight. J. W. Tidwell, Dade City, vs. Seaboard Air Line Railway. Adjusted.

57. Poor toll service, Clearwater. West Coast Fruit Co., vs. Peninsular Telephone Co. Satisfied.

58. Toll charges from Crescent City. E. S. Martin vs. Southern Bell. Not justified.

59. Legality of exchange rates. G. P. Garret vs. Kissimmee Telephone Co. Formal.

60. Refusal of agent to sell ticket from Tallahassee to Savannah via Bainbridge. N. Brewer, Jr., Tallahassee, vs. Georgia, Florida & Alabama Railway. Adjusted.

61. Mosquitoes in Tallahassee sleeper. Commission vs. Pullman Company. Satisfied.

62. Petition for improved shed facilities at Tarrytown. L. D. Edge, Groveland, vs. Atlantic Coast Line Railroad. Satisfied.

63. Refusal of owner of private farmer line to give connection to another party. Baily Cash Store, Cross City, vs. Putnam Lumber Co. Private line. No jurisdiction.

64. Discrimination in exchange rates. Melbourne Utilities Co., vs. Brevard County Telephone Co. Adjusted.

65. No wash room in drawing room on Pullman car. Charles A. Mills, Miami, vs. Pullman Company. Adjusted.

66. Slow movement of L.C.L. freight from Sanford. Chase & Co., Sanford, vs. Atlantic Coast Line Railroad. Adjusted.

67. Excessive farmer line rates. D. C. Geiger, Mayo, vs. Florida Telephone Co. Adjusted.

68. Application of Atlantic Coast Line to discontinue trains Nos. 102 and 103, Narcoossee Branch, beyond St. Cloud. Denied.

69. Application to establish deposit requirement of \$100 on No. Intercom. systems. South Atlantic Tel. & Tel. Co. Denied.

70. Application to discontinue toll station at Figland Park. Southern Bell. Approved.

71. Poor telephone service. L. J. Sellers, Trilby, vs. Pasco Telephone Co. Adjusted.

72. Payment of restoral charge. T. J. King, Apopka, vs. Apopka Telephone Co. Adjusted.

73. Petition for private crossing. R. E. Lee, Jr., Lulu, vs. Georgia, Southern and Florida Railway. No jurisdiction.

tion. Under jurisdiction of city and town governments in their respective jurisdictions.

74. Summer excursion rates to Florida. V. W. Helm, Tampa, vs. Common Carriers in Florida. No jurisdiction.

75. Delay in placing cars. D. W. Swicord, Coleman, vs. Seaboard Air Line Railway. Adjusted.

76. Application to discontinue Sunday passenger train service to Florence Villa. Atlantic Coast Line. Denied.

77. Proposed discontinuance Barberville Agency. S. E. Lemmon, Barberville, vs. Atlantic Coast Line. No application filed.

78. Discontinuance of directory listings. B. G. Williams, Lakeland, vs. Peninsular Telephone Co. Adjusted.

79. Poor telephone service. W. C. White, Live Oak, vs. Florida Telephone Co. Adjusted.

80. Application of Peninsular Telephone Co., to revise certain toll rates. Open.

81. Delayed installation. J. Roy Hawkins, Miami, vs. South Atlantic Telephone & Telegraph Co. Investigated for improvement of general shortage of station facilities.

82. Correctness of telephone rate charged. Dr. E. L. Shumacher, Eustis vs. Lake County Telephone Company. Legal rate charged.

83. Unsatisfactory rural rates and service. Lake Nursery Co. Leesburg, vs. Leesburg Telephone Co. Adjusted.

84. Platform and warehouse at Lawrence for protection of freight. Ocklocknee Brick Co., Ocklocknee, vs. Seaboard Air Line Railway. Satisfied.

85. Relocation and construction of a new depot at Williston. City of Williston vs. Seaboard Air Line Railway. Revenues insufficient to justify.

86. Application to abandon station facilities at South Tampa. Seaboard Air Line. Approved conditionally.

87. Delayed installation. Alice Stevens, Miami, vs. South Atlantic Telephone & Telegraph Co. Adjusted.

88. Delay in transit, express shipments. Eugene Kraemer, Eustis, vs. American Railway Express Co. Adjusted.

89. Delayed installation, Margaret McLeod, Miami, vs. South Atlantic Telephone & Telegraph Co. Satisfied.

90. Unsatisfactory rural service. Drake Point Greenhouses, Yalaha, vs. Leesburg Telephone Co. Satisfied.

91. Petition for uptown ticket office at Sanford. Chamber of Commerce, Sanford, vs. Atlantic Coast Line Railroad Co. Denied.

92. Delay in repairing station. G. R. Sheapeard, Pensacola, vs. Southern Bell. Satisfied.

93. Inadequate loading facilities, Woodville. J. T. Stickland, Woodville, vs. Seaboard Air Line Railway. Satisfied.

94. Application to discontinue agency at Haskell. Atlantic Coast Line. Approved. To be reopened October 1.

95. Application to temporarily extend trains 3 and 4 to Flint Rock. Live Oak Perry & Gulf Railroad. Approved.

96. Application to close office at Suwannee. American Railway Express Co. Approved. Commission basis office opened.

97. Petition for additional loading facilities for express shipments at Green Cove Springs. E. L. Padgett, Green Cove Springs, vs. American Railway Express Co. Satisfied.

98. Petition for establishment of telegraph station at St. Cloud. St. Cloud Growers Association vs. Western Union Telegraph Co. Not justified.

99. Water not iced on coaches on River Junction Branch. Commission vs. Seaboard Air Line Railway. Satisfied.

100. Application to close Buena Vista as passenger stop. Florida East Coast Railway Co. Approved.

101. Reasonableness of removal charge. L. L. Collins, Tampa, vs. Peninsular Telephone Co. Removal charge reasonable.

102. Drainage of right-of-way at Macclenny. State Board of Health vs. Seaboard Air Line Railway. Adjusted.

103. Failure to install station. T. S. Williams, Starke, vs. Starke Telephone Co. Adjusted.

104. Inadequate siding facilities, White City. Acme Fruit Co., White City, vs. Florida East Coast Railway. Satisfied.

105. Failure to furnish refrigerator cars for moving ice, Lakeland to Ft. Myers and fish outbound. South Fish Co., Fort Myers, vs. Atlantic Coast Line Railroad. Adjusted.

106. Relocating depot and mail crane for convenience of delivery of mail, Riveira. D. M. Halsey, Riveira vs. Florida East Coast Railway. No jurisdiction.

107. Negroes occupying space in Pullman on Atlantic Coast Line interstate train. J. F. Morgan, Gainesville, vs. Pullman Company. Under authority of Interstate Commerce Commission. Handled for correction.

108. Failure to note filing time on messages. Thomas J. Peters, Miami, vs. Postal Telegraph-Cable Co. Adjusted.

109. Application to discontinue passenger trains 1 and 4. Atlanta & St. Andrews Bay Railway. Denied.

110. Requiring consignee to unload merchandise from car. R. A. Lamb, Mayo, vs. Live Oak Perry & Gulf Railroad. Adjusted.

111. Shortage and irregular supply of cars for moving roadway material. State Road Department vs. Atlantic Coast Line Railroad. Adjusted.

112. Poor long distance service. Union Cypress Co. vs. Brevard County Telephone Co. Adjusted.

112½. Shortage of cars. J. N. C. Fulmer, Chipley, vs. Louisville & Nashville Railroad. Adjusted.

113. Shortage of cars. Robinson Lumber Co., Panama City, vs. Atlanta & St. Andrews Bay Railway. Adjusted.

114. Shortage of cars. R. F. Scarlett, Chipley, vs. Birmingham, Columbus & St. Andrews Railroad. Adjusted.

115. Application to close Wannee agency. Seaboard Air Line Railway. Approved.

116. Smoking room placed forward in train. Commission vs. Seaboard Air Line Railway and Louisville & Nashville Railroad. Adjusted.

117. Giving service to other subscribers over privately owned line. W. E. Hagans vs. Peninsular Telephone Co. Adjusted.

118. Application to discontinue stop at St. Johns River. Florida East Coast Railway. Approved.

119. Delayed installation. Mrs. Rebecca Hiller, DeLand, vs. Southern Bell. Satisfied.

120. Petition for covered platform at Laurel Hill. Laurel Hill Truckers Association vs. Louisville & Nashville Railroad. Space in freight warehouse provided.

121. Application to discontinue station at Black Point. Florida East Coast Railway Co. Approved.

122. Car shortage. Bishop Lumber Co., Capps, vs. Seaboard Air Line Railway. Adjusted.

123. Petition for new depot facilities at River Junction. E. H. Boykin, et al., River Junction, vs. Atlantic Coast Line Railroad, et al. Open.

124. Facilities and schedule for moving strawberries by express from Welcome. W. A. Lowery, Plant City, vs. Seaboard Air Line and American Railway Express Co. Satisfied.

125. Facilities and schedule for moving strawberries from Hopewell. R. J. Head, Plant City, vs. Seaboard Air Line and American Railway Express Co. Satisfied.

126. Petition for improved depot facilities at Island Grove. Ray S. Boulware, Island Grove, vs. Seaboard Air Line Railway. Adjusted.

127. Petition for improved express and railroad depot facilities at Starke. D. E. Knight, et al., Starke, vs. Seaboard Air Line Railway. Open.

128. Selling tickets for Sunday travel to East Coast points via Orange City Junction when no trains operated on that day. George O. Butler, West Palm Beach, vs. Atlantic Coast Line Railroad. Adjusted.

129. Freight shipments delayed in transit. W. A. Wood, Day, vs. Live Oak Perry & Gulf Railroad. Adjusted.

130. Removing public side track at Lake Jem. J. E. Mattocks, Eustis, et al., vs. Seaboard Air Line Railway. Satisfied.

131. Petition to permit Georgia, Southern and Florida Railway Co., to remove station located at Brooklyn to Keystone Heights. Lawrence Development Co., Keystone Heights, vs. Georgia, Southern & Florida Railway. Approved.

132. Failure to reopen express office at Walton. W. M. Ehrhart, Walton, vs. American Railway Express Co. Satisfied.

133. Charging for station out of service. R. D. Mathews, Leesburg, vs. Leesburg Telephone Co. Adjusted.

135. Application to close Rockdale as a less than car-load station. Florida East Coast Railway Co. Approved.

136. Discontinuance of telephone service. W. H. Hayter, Lady Lake, vs. Leesburg Telephone Co. Satisfied.

137. Petition for underpass, St. Augustine Road, Tallahassee. City of Tallahassee vs. Seaboard Air Line Railway. Open.

138. Rates to apply in extended city limits, Tampa & Winter Haven. Application of Peninsular Telephone Co. Open.

139. Unsatisfactory telephone service. Dr. E. L. Rasmussen, Fort Myers, vs. Lee County Telephone Co. Adjusted.

140. Application to change daily mixed train service to tri-weekly mixed train service, Moore Haven to Palmsdale. Atlantic Coast Line Railroad. Approved.

141. Delayed installation. W. D. McAdoo, St. Petersburg, vs. West Coast Telephone Co. Satisfied.

142. Refusal to switch car in switching movement tendered by S. A. L. on physical connection. Smith Wholesale Grocery Co., St. Petersburg, vs. Atlantic Coast Line Railroad. Adjusted.

143. Delay in transit 3 cars sand from Okahumpka to Orlando. Kissam-Harris-Newell Co., Orlando, vs. Atlantic Coast Line Railroad. Investigated for improvement of service.

144. Refusal to place car fuel oil on private siding subleased to complainant. Royal Palm Hotel, St. Petersburg, vs. Atlantic Coast Line. Private sidings subject to contract. No jurisdiction.

145. Delay in transit L. C. L. shipments from Sanford. Chase & Co., vs. Atlantic Coast Line Railroad. Adjusted.

146. Refusal to supply refrigerator cars for use under ventilation. Orlando Perishable Traffic League and J. C. Lee, Leesburg, vs. Atlantic Coast Line Railroad. Adjusted.

146½. Petition for express shed, Yamato. J. M. Carroll, Yamato, vs. American Railway Express Co. Satisfied.

147. Application to remove side track from Trapnell to Malone, Florida. Seaboard Air Line Railway. Dropped.

148. Poor rural transmission. C. S. Acree, Kissimmee, vs. Kissimmee Telephone Co. Adjusted.

149. Delayed installation. Whiddon Grocery Co., Ortega, vs. Southern Bell. Investigated for improvement of the general shortage of facilities in Ortega, due to rapid development.

150. Congestion of Tallahassee yard. Commission vs. Seaboard Air Line Railway. Conditions improved.

151. Petition for express agency at Medella. W. D. Levy, Medella, vs. American Railway Express Co. Adjusted.

152. Delayed installation. Mrs. R. Larsen, St. Augustine, vs. Southern Bell Telephone Co. Satisfied.

153. Poor telephone facilities. M. W. Lovel, Lisbon, vs. Leesburg Telephone Co. Adjusted.

154. Discontinuing Ceylon as prepay station. Application of Seaboard Air Line Railway. Approved.

155. Delayed installation of telephone. Dr. E. S. Couric, Lemon City, vs. South Atlantic Telephone Co. Adjusted.

156. Shortage of refrigerator cars. Alexander & Baird Co., Beresford, vs. Atlantic Coast Line Railroad. Adjusted.

157. Delay in transit car crate material, Avon Park to Beresford. Alexander & Baird Co., Beresford, vs. Atlantic Coast Line Railroad. Service improved.

158. Car shortage on St. Marks Branch. Ocklocknee Brick Co., Ocklocknee, vs. Seaboard Air Line Railway. Satisfied.

159. Use of refrigerator cars for loading fish. Key West Chamber of Commerce vs. Florida East Coast Railway. Adjusted.

160. Delayed installation. I. Berman, Pensacola, vs. Southern Bell Telephone Co. Satisfied.

161. Delayed installation. Louis Zangas, Pensacola, vs. Southern Bell Telephone Co. Satisfied.

162. Delayed installation. Miss Zora B. Prevatt, Gainesville, vs. Southern Bell Telephone Co. Satisfied.

163. Extension of express delivery limits. Ft. Lauderdale. Ft. Lauderdale Chamber of Commerce vs. American Railway Express Co. Dropped.

164. Failure to make connections at Lake Butler for Raiford. State Farm vs. Atlantic Coast Line and Georgia Southern and Florida Railroads. Satisfied.

165. Inadequate and inaccessible express platform at Sydney. Truck Growers Union, Sydney, vs. American Railway Express and Seaboard Air Line Railway. Satisfied.

166. Delayed transmission, Tavares. Commission vs. Western Union Telegraph Co. Investigated for improvement of service.

167. Space for loading strawberries on platform at Plant City. N. T. Maxwell, Plant City, vs. American Railway Express Co. Adjusted.

168. Delayed delivery road construction material, Sebring. Walter J. Bryson Paving Co., Sebring, vs. Atlantic Coast Line Railroad. Adjusted.

169. Delay in transit. A. T. Knotts, Inglis, vs. Seaboard Air Line Railway. Investigated for improvement of service.

170. Application of Atlantic Coast Line Railroad to remove agency from Venus to Lake Stearns. Denied. Agency at Lake Stearns established.

171. Construction of private siding. Mr. Bledsoe, Sanford, vs. Atlantic Coast Line Railroad. Adjusted.

172. Agency hours and service, Ft. Pierce. J. G. Mc-Neff, Fort Pierce, vs. American Railway Express Co. Adjusted.

173. Proposed change schedule Fernandina-Jacksonville passenger trains. City of Fernandina vs. Seaboard Air Line Railway. No application filed.

174. Construction of industry track, Hampton. Paul & Waymer Lumber Co. vs. Seaboard Air Line Railway. No jurisdiction. Assistance given.

175. Inadequate and unsafe engine equipment. Gary W. Alexander, Jacksonville, vs. Atlantic Coast Line Railroad. Adjusted.

176. Closing Wannee agency. A. F. Roberts, et al., Bell, vs. Seaboard Air Line Railway. Closing previously authorized. No recent application.

177. Delayed switching service, Palatka. Southern Veneer Co., Palatka, vs. Atlantic Coast Line Railroad. Satisfied.

178. Delayed telephone installation, J. T. Sapp, Chipley, vs. Southern Bell Telephone Co. Satisfied.

179. Extending operation of passenger trains 40 and 41 into Tallahassee. Commission vs. Seaboard Air Line Railway. Open.

CLAIMS PAID THROUGH COMMISSION.

The Commissioners have authority to enforce the collection of overcharge claims on shipments moving wholly between points in the State of Florida that are not more than two years old, and below is listed some of the claims handled during the fiscal year 1923. This list does not purport to include all of the claims handled, but is intended to indicate the character of claims that are being adjusted by the Commission:

M. O. Burton, Columbia, Fla. Overcharge on shipments of ice from Lake City, Fla. Under General Order No. 28, issued by the Director General of Railroads, a minimum scale of class rates was made effective. Under this minimum scale the minimum charge for less carload shipments of ice, hauled for any distance, was 19c per 100 pounds. For some reason, all of these shipments were billed out at a rate of 24c per 100 pounds. The overcharge was refunded on Nov. 23rd, 1923.

Florida Lime Company, Ocala, Fla. Overcharge in demurrage assessed on a shipment of limestone from Ocala to Mile Post A-237 on the F. E. C. Railway. The car was unclaimed at destination for 21 days, and shippers were presented with a demurrage bill for \$93.00 to cover accrued demurrage. Investigation developed that the carrier did not advise the shipper that this car was unclaimed. Under Rule VI of the Demurrage Rules of the Commission it is the duty of a carrier to notify the consignee of the refusal of a shipment before demurrage can be collected. The bill for demurrage against the Florida Lime Company was withdrawn.

C. W. Zaring & Company, Jacksonville, Fla. This Company presented a number of claims against the Miami S.

S. Company for the movement of lard and lard compounds from Jacksonville to Miami, Fla. Claims were based upon the fact that the commodity rate applied was in fact higher than the regular class rate governing these commodities. This was in violation of Rule 18 of the Commission's Freight Rules, which prevents the application of a commodity rate higher than the corresponding class rate. Most of these claims have been paid, but a few are yet outstanding.

The foregoing also applied to a number of claims of a similar nature filed by Harman-Hill Company, of Jacksonville.

Equitable Freight Adjustment Bureau, Wilmington, N. C. Claim covering movement of roadway material from Morris Mine, Fla., to Port Tampa, Fla. This involved the question as to whether or not Morris Mine was within the switching limits of Bartow, Fla. It was found to be within such switching limits, and proper authority was issued.

Fred J. Paul, Florida Amusement Company. This company moved, with a baggage car from Inglis to Williston, Fla. Two minimum charges were assessed on the theory that the Florida Central & Gulf and the Seaboard Air Line were different roads. Under the ruling of the Commission the Florida Central & Gulf is, for the purpose of assessing rates the same as the Seaboard Air Line, and the two should be considered as one railroad. After considerable correspondence the proper refund was made.

Mr. T. S. Trantham, Lakeland, Fla. On June 25th Mr. Trantham purchased from the agent of the Seaboard Air Line in Ocala a summer excursion ticket to Murphy, N. C., and return, for which he was charged \$42.10. He afterwards learned that the legal published rate was \$34.38, on which basis he had been overcharged \$7.72. The matter was investigated by the Commissioners, and it was found that the overcharge resulted from an error on the

part of the agent at Ocala. Refund was very promptly made when the facts were developed.

Equitable Freight Adjustment Bureau, Wilmington, N. C. This involves the movement of two iron beams, 40 feet in length, from Jacksonville to the Maule Ojus Rock Company, Ojus, Fla. Carrier took the position that these beams could not be loaded on one car, and that they required the use of two flat cars. They then cited the rule that articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided that in no case shall the charge on a single consignment be less than 4,000 pounds at the first class rate. Instead of settling the claim as presented by the Equitable Freight Adjustment Bureau, the carrier parried by presenting an undercharge bill for \$48.60. Investigation developed that two 40 foot beams, by being loaded cross-wise of the car, could be loaded on a 40 foot car, and still leave sufficient clearance at each end, and the Commissioners so held. Claim was finally settled on basis of one car being charged for.

Stidham & Hughes, Lake Wales, Fla. This claim covered demurrage charges assessed on cars delivered at Lake Wales. The Commissioners began an investigation of the matter, but before it was completed we were advised by complainants that the matter had been adjusted.

Jones-Chambliss Company, Jacksonville. This claim is for loss sustained on a shipment of meat. The amount involved is small, but the principle involved is an important one. The express company accepted a shipment consigned to Orange Springs, Fla. There is no express office at Orange Springs, in fact that point is not located on any railroad. Shipment was not delivered at Orange Springs, and it was taken to Ocala, Fla. The express company made the defense that they handled every day hundreds of packages to places where they have no express office, and that if they turned down all such shipments they would greatly inconvenience a large number

of people. That is true, but there was no reason for carrying this shipment to Ocala, when there were express offices much nearer Orange Springs. Again, it was developed that Rule 6 of the express contract was not complied with in that no notice was given to shippers as to what disposition had been made of the shipment. Claim was paid on June 6th.

South Florida Audit Bureau, Tampa, Fla. Claim for overcharge on car of watermelons shipped from Avoca to Jacksonville. This shipment was unrouted. The cheapest rate made through Lake City and in connection with the Seaboard Air Line. Initial carrier forwarded shipment via its route through Georgia at a higher rate than that through Lake City. This was contrary to our General Rule No. 6, which provides that unrouted shipments must be forwarded via the cheapest available route, and in case of failure to do so, the rate via such route must be protected. Voucher in settlement of overcharge was issued on June 13th.

Florida State Prison Farm, Raiford, Fla. Claim for overcharge on a car of sweet potatoes from Monticello, Fla., to Raiford, Fla. This car was forwarded via the Atlantic Coast Line from Live Oak, when it could have been forwarded via the one-line haul of the Seaboard at a less rate. The overcharge apparently occurred because of the fact that the agent at Monticello was not furnished with the information that there is a station on the Seaboard Air Line known as the State Farms Track. An adjustment satisfactory to consignee was arranged.

Commercial Club of South Jacksonville. Overcharge on car of lumber moving from Williston, Fla., to South Jacksonville. Refund made Feb. 5, 1923.

Jacksonville Wholesale Lumberman's Association, Jacksonville, Fla. This involves several claims, and is the result of a controversy of the shipper and carrier as to whether combination rates constructed under Kellys Freight Tariff No. 228 should be on a per car basis or on

a per 100 pound basis. The Commissioners held that where Kelly's tariff was used in connection with rates, that the Kelly tariff rate factors be changed to the same weight unit as the transportation rate. The Florida East Coast Railway conformed to this ruling and instructed its Auditing Department accordingly.

C. W. Zaring & Company, Jacksonville, Fla. Claims under this head have to do with commodity rate on flour from Jacksonville to Miami, Fla. The rate prior to Federal control was $22\frac{1}{2}c$. In making the various increases as authorized during Federal control, and after, this rate was finally published as $29c$, which was an error, as the increases authorized would make the rate $28c$. Claims were finally settled on basis of $28c$. This was a small difference in the rate, but the volume of traffic involved amounted to considerable in money.

Florida Freight Audit Company, Jacksonville, Fla. This Company claimed a rate of $17\frac{1}{2}c$ on hay, C. L. from Natal, Fla., to Tampa. The carrier, the Seaboard Air Line, claimed that they had no such published rate, and that the correct rate was $19c$. Investigation developed that the Seaboard Air Line did operate a rate of $17\frac{1}{2}c$ from Tooke Lake to Tampa, Natal being intermediate to Tampa. The Seaboard then took the position that as there was no intermediate clause in the tariff, the $17\frac{1}{2}c$ rate could not be protected from Natal. We then asked them how they justified the application of such rates in violation of the long and short haul law, without having secured authority therefor. Their reply was authority to apply the $17\frac{1}{2}c$ rate.

ORDER NO. 773,
FILE NO. 2507.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE IMPROVEMENT OF THE
EXISTING UNION PASSENGER DEPOT, OR THE
ERECTION OF A NEW UNION PASSENGER STA-
TION, AT PLANT CITY, FLORIDA.

1. On the 19th day of December, 1922, the Railroad Commissioners of the State of Florida, by their certain Notice No. 309, directed to the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway Company, and to all other parties interested, gave written notice that they would be in session at Plant City, Florida, on the 13th day of January, 1923, to hear, consider and determine whether or not said Commissioners ought to require the said railroads to increase their joint passenger depot facilities at Plant City, Florida, either by improving the present station or by erecting a new station, and to consider and determine the size and dimensions of such improvements or new joint passenger station.

2. And pursuant to said notice said matter came on for hearing before said Commissioners at Plant City, Florida, at the time and place therein mentioned; and then and there appeared at said hearing the following named parties:

J. C. Murchison, General Superintendent; J. G. Kirkland, District Passenger Agent; appearing for the Atlantic Coast Line Railroad Company;

W. L. Stanley, Vice-President; and L. B. Burns, Superintendent; appearing for the Seaboard Air Line Railway Company;

William Schneider, T. J. Knight, P. A. Mervin, William S. Avery, R. M. Morgan, G. B. Wells, M. E. Moody, C. T.

Young, W. E. Lee, and F. M. Prewitt, appearing for the general public.

3. And at said time and place said Commissioners heard and took the testimony of various witnesses under oath; and after hearing all parties desiring to be heard said Commissioners took said matter under advisement.

4. And now on this day the said matter coming on for further and final consideration before said Commissioners in regular session at their office in the city of Tallahassee, Florida; and the said Commissioners being fully advised in the premises, do find from the evidence adduced before them at said hearing, that the Seaboard Air Line Railway Company and the Atlantic Coast Line Railroad Company are operating a union passenger station at Plant City, Florida, that the joint passenger depot facilities provided by said railroads at said point are inadequate to meet the care, comfort, convenience and proper accommodation of passengers, but conditions do not warrant this Commission, under the law, to order the erection of a new Union Passenger Depot at said city. They find, however, that they should enter an order requiring the said railroad companies to make certain changes and improvements of their joint passenger depot facilities at Plant City, Florida, for the accommodation of passengers.

5. Wherefore, it is **CONSIDERED AND ORDERED** by said Commissioners that the Seaboard Air Line Railway Company and the Atlantic Coast Line Railroad Company, be and they are hereby ordered and directed to jointly make the changes and improvements to said Union Passenger Station at Plant City, Florida, as proposed, outlined, and shown on that certain "blue print" of the Union Passenger Station at Plant City, Florida, prepared by J. F. Leitner, architect of the Atlantic Coast Line Railroad Company at the request of said Commissioners, marked "A," a copy of which blue print is attached hereto and made a part of this order.

6. It is further ORDERED that the changes and improvements of said Union Passenger Station, herein directed to be made, shall be fully completed on or before the 1st day of September, 1923.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 17th day of April, 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 774,
FILE NO. 4227.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF IMPROVEMENT OF THE EX-
ISTING PASSENGER DEPOT, OR THE ERECTION
OF A NEW PASSENGER DEPOT, AT BONIFAY,
FLORIDA, BY THE LOUISVILLE & NASHVILLE
RAILROAD COMPANY.

1. Pursuant to Notice No. 319, directed to the Louisville & Nashville Railroad Company and to all other parties interested, the above mentioned matter came on for hearing before the Railroad Commissioners of the State of Florida at Bonifay, Florida, on the 15th day of May, 1923; and at said time and place there appeared E. O. Saltmarsh, Superintendent, and J. W. Garrett, Local Agent, for the Louisville & Nashville Railroad Company; and then and there also appeared various other parties representing civic and commercial organizations and the public generally.

2. And at said time and place said Commissioners took the testimony, under oath, of various witnesses for the railroad company and of various witnesses for the public; and after hearing representatives of the said railroad com-

pany and other parties desiring to be heard said Commissioners took said matter under advisement.

3. And now on this day the said matter coming on for further consideration before said Commissioners in regular session at their offices in the city of Tallahassee, Florida; and the said Commissioners being fully advised in the premises, do find from the evidence adduced before them at said hearing that the depot facilities provided by the Louisville & Nashville Railroad Company at Bonifay, Florida, are inadequate to meet the comfort, convenience and proper accommodation of passengers, but conditions do not justify said Commissioners, under the law, to order the erection of an entirely new depot at said city. They find, however, that they should enter an order requiring said railroad company to make certain changes, additions, and improvements of its passenger depot facilities at Bonifay, Florida, for the proper accommodation of passengers.

4. Wherefore, it is considered and ORDERED by said Commissioners that the Louisville & Nashville Railroad Company be and it is hereby ordered and directed to make the alterations, improvements and additions to said passenger station at Bonifay, Florida, as proposed, outlined and shown on that certain "blue print" prepared by the Assistant Engineer of the Louisville & Nashville Railroad Company, under date of May 12, 1923, and exhibiting a plan of proposed additions and alterations to said passenger station, which "blue print" is made a part of this order.

5. It is further considered and ORDERED that, in addition to the alterations and additions ordered to be made in the preceding section of this order, the said Louisville & Nashville Railroad Company shall erect and maintain, in connection with said depot, a suitable umbrella or canopy shed, with hard-surfaced floor or platform, for the purpose of protecting entraining and detraining of passengers from rains, such shed to commence at a point fifty feet from the west end of said depot and to extend east at least

two hundred and fifty feet between said depot and the main line of said railroad.

6. And it appearing to said Commissioners that said station, herein ordered improved, is poorly lighted at night by kerosene lamps, and that the safety, comfort, convenience and accommodation of passengers require that said station and shed be illuminated at night with electric lights or with lights, other than kerosene, of power and efficiency equal to electric lights, and that electric current is available for that purpose at said station at a reasonable rate, it is ORDERED that the said depot and shed shall be adequately illuminated during the night time with electric lights or with lights, other than kerosene, of power and efficiency equal to electric lights.

7. It is further ORDERED that all other facilities and conveniences necessary and suitable for the proper safety, comfort, convenience and accommodation of passengers shall be provided at said station by said railroad company.

8. It is further ORDERED that the work of making the additions and alterations herein ordered and the work of constructing the sheds herein required shall commence soon as practicable and shall be fully completed within four months from the date of this order.

9. It is further ORDERED that this docket shall remain open for such further and other order or orders in the premises as may be justified, jurisdiction being retained for that purpose.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 7th day of June, 1923.

R. HUDSON BURR,

Chairman.

ORDER NO. 775.
FILE NO. 4235.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF JOINT PASSENGER DEPOT
FACILITIES AT LAKE CITY, FLORIDA.

1. Pursuant to Notice No. 321, dated May 9, 1923, directed to the Seaboard Air Line Railway Company, the Georgia Southern & Florida Railway Company, and all other parties interested, giving notice that the said Railroad Commissioners would be in session in the County Court House at Lake City, Florida, on the 21st day of May, 1923, at 9 o'clock A. M., to hear and consider whether or not said Commissioners ought to require the Seaboard Air Line Railway Company and the Georgia Southern & Florida Railway Company to improve their joint passenger depot facilities at Lake City, Florida, by erecting sheds at said depot to protect passengers from rain in getting on and off of passenger trains at said point; the said matter came on for hearing before said Railroad Commissioners at the time and place designated in said notice; and at said time and place there appeared the following named parties, to-wit:

W. L. Stanley, Vice-President; G. L. Hurley, Superintendent; and J. B. Hodges, Attorney; appearing for the Seaboard Air Line Railway Company;

J. W. Wassum, General Superintendent; W. C. Barnwell; and J. B. Hodges, Attorney; appearing for the Georgia Southern & Florida Railway Company;

W. W. Ives, appearing for the Rotary Club of Lake City, Florida;

Mrs. J. L. Owens, appearing for the Woman's Club of Lake City, Florida;

H. L. Dord, W. M. Hackney, and J. P. Huntley, appearing for the Chamber of Commerce, Lake City, Florida;

E. A. McColskey and H. G. Forrester for the City Commission of Lake City, Florida.

2. And at said time and place said Commissioners took the testimony, under oath, of various witnesses for said railroad companies, and of various witnesses for the general public; and after hearing representatives of said railroad companies and all other parties desiring to be heard said Commissioners took said matter under advisement.

3. And now on this day the said matter coming on for further consideration before said Commissioners in regular session at their offices in the city of Tallahassee, Florida; and the said Commissioners being fully advised in the premises, do find from the evidence adduced before them at said hearing and from a personal examination and inspection of the depot facilities at said point, that the Seaboard Air Line Railway Company and the Georgia Southern & Florida Railway Company are operating a joint passenger terminal or union depot at Lake City, Florida; that the passengers of the Seaboard Air Line Railway Company entrain and detrain from the south side of said depot, and passengers of the Georgia Southern & Florida Railway Company entrain and detrain from the north side of said depot; that said union depot facilities afford no protection from rains of passengers getting on or off trains at said union depot; and that the comfort and convenience of passengers require the construction and maintenance, in connection with said depot, of suitable umbrella or canopy sheds to protect entraining and detraining passengers from rain at said point.

4. Therefore, it is **CONSIDERED AND ORDERED** by said Commissioners that the Seaboard Air Line Railway Company and the Georgia Southern & Florida Railway Company, be and they are hereby ordered and directed as follows:

(a) To erect and maintain at Lake City, Florida, in connection with the south side of said union depot, a suitable umbrella or canopy shed, with hard-surfaced platform, for the purpose of protecting from rain passengers entraining from and detraining on the south side of said depot; such shed to commence at a point five feet east of that certain switch-stand located just west of said depot on the main line track of the Seaboard Air Line Railway and to extend between said depot and main line track three hundred and fifty feet east paralleling such main line track, and connected with said depot so as to protect from rain passengers passing from said depot to entrain and passengers passing from trains into said depot.

(b) To erect and maintain at Lake City, Florida, in connection with the north side of said union depot a suitable umbrella or canopy shed, with hard-surfaced platform, for the purpose of protecting from rain passengers entraining from and detraining on the north side of said depot; such shed to be south of and adjacent to the main line track of the Georgia Southern & Florida Railway Company and to parallel said main line track for a distance of one hundred feet, and to be conveniently located and connected up with the north entrance of said depot by an additional umbrella or canopy extension so as to protect from rain passengers passing from said depot to entrain and passengers passing into said depot from trains of the Georgia Southern & Florida Railway Company.

5. It is further ORDERED that the work of constructing the sheds herein required shall commence soon as practicable and shall be fully completed by December 1, 1923.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 6th day of August, A. D. 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 776.

FILE NO. 3882.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF IMPROVEMENTS OF THE
EXISTING DEPOT, OR THE ERECTION OF A
NEW DEPOT, AT ZOLFO, FLORIDA.

1. Pursuant to Notice No. 310, dated December 19, 1922, this matter came on for hearing before the Railroad Commissioners of the State of Florida, on the 16th day of January, 1923, at Zolfo, Florida; and then and there appeared certain representatives of the Atlantic Coast Line Railroad Company and certain representatives of the public.

2. And after taking the evidence and hearing all parties desiring to be heard said Commissioners took said matter under advisement.

3. And now on this day the said matter coming on for further consideration in regular session of said Commissioners at Tallahassee, Florida; and it appearing that the said Atlantic Coast Line Railroad Company has submitted to said Commissioners, under date of June 19, 1923, a blue print showing plan for the enlargement of the depot facilities at Zolfo, Florida; and it further appearing that said plan meets the requirements of traffic at said point and was approved by said Commissioners on July 20, 1923.

4. Wherefore, it is **CONSIDERED AND ORDERED** that said railroad company make the alterations, improvements, additions, and enlargements to the depot at Zolfo, Florida, as proposed, outlined, and shown by that certain blue print of the Atlantic Coast Line Railroad Company, remodeling of depot, Zolfo, Florida, office of Chief Engineer, A. M. Griffin, architect, submitted and filed with

said Commissioners under date of June 19, 1923, and approved by said Commissioners on July 20, 1923.

5. It is further ORDERED that the work of making the alterations, improvements, additions, and enlargements to said depot be commenced soon as practicable and be fully completed within three months from the date of this order.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 7th day of August, A. D. 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 777.
FILE NO. 4232.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FORMULATING A RULE PRE-
SCRIBING "FREE DELIVERY LIMITS" FOR
DELIVERY OF MESSAGES TRANSMITTED BY
TELEGRAPH IN THE STATE OF FLORIDA.

1. Pursuant to Notice No. 318, dated April 19, 1923, directed to the Western Union Telegraph Company, the Postal Telegraph-Cable Company, and all other parties interested, the above mentioned matter came on for hearing before the Railroad Commissioners of the State of Florida at Jacksonville, Florida, on the 5th day of May, 1923; and at said time and place there appeared various interested parties; and at said time and place said Commissioners took evidence under oath, and after hearing all parties desiring to be heard took said matter under advisement.

2. And now on this day the said matter coming on for further consideration before said Commissioners in regular session at their offices in the City of Tallahassee, Florida; and the said Commissioners being fully advised in the premises, do find from the evidence adduced before them at said hearing held on the 5th day of May, 1923, that they ought to formulate and promulgate a rule, governing telegraph companies, prescribing "Free Delivery Limits" for delivery of messages transmitted by telegraph in the State of Florida.

3. Wherefore, it is CONSIDERED AND ORDERED that the following rule prescribing "Free Delivery Limits" for delivery of messages transmitted by telegraph in the State of Florida, be and is hereby adopted, to-wit:

TELEGRAPH COMPANIES

DELIVERY OF MESSAGES—FREE DELIVERY LIMITS

RULE A.—Messages shall be delivered free within a radius of one-half mile from the delivering telegraph office; and in incorporated cities and towns, where the city or town limits shall exceed one-half mile from the delivering telegraph office, all messages shall be delivered free to any point within such city or town limits; provided, however, that in those instances where the city or town limits comprise comparatively undeveloped and thinly settled areas at an unreasonable distance from the delivering telegraph office, the telegraph company may apply to the Commissioners for authority to make a reasonable delivery charge to such particular areas, but no such delivery charge shall be made or collected in any instance without first having obtained the authority of the Commissioners.

It is further ORDERED that the rule set forth in the preceding section shall become effective instant.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 7th day of August, A. D. 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 778.
FILE NO. 4237.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF ESTABLISHING A SUNDAY
PASSENGER TRAIN SERVICE BETWEEN SAN-
FORD AND TRILBY, FLORIDA, OVER THE AT-
LANTIC COAST LINE RAILROAD.

1. On formal complaints filed with the railroad Commissioners of the State of Florida by many citizens of the towns of Richloam, Oakland, Mohawk, Mascotte, Clarcona, Groveland, Winter Garden, Linden, Clermont, and Minneola, Florida, respectively praying that the Atlantic Coast Line Railroad Company be required to establish a Sunday Passenger Train Service between Sanford and Trilby, Florida, the said Railroad Commissioners, by their certain Notice No. 323, directed to the Atlantic Coast Line Railroad Company and all other interested parties, gave written notice that they would be in session at Clermont, Florida, on the 18th day of July, 1923, then and there to hear and consider whether they should make an order requiring the said railroad company to establish a Sunday Passenger Train Service between the City of Sanford and the Town of Trilby, Florida, and also to hear and consider such other matters relating to the said subject matter as may properly arise in

the premises, and that all parties interested would have an opportunity to be fully heard.

2. And pursuant to the aforesaid notice said matter came on for investigation and hearing before said Commissioners at the time and place set forth in said notice; and then and there appeared at said hearing the following named parties:

O. H. Page, General Superintendent; T. L. Dumas, Superintendent; L. N. Hansell, Master, of the Atlantic Coast Line Railroad Company, said three persons appearing on behalf of said railroad company;

Geo. M. Myers, appearing for the Town of Mascotte, Florida;

L. D. Edge, Mayor, appearing for the Town of Groveland, Florida;

W. N. McKinney, President and H. C. Brown, Secretary Chamber of Commerce of Clermont, appearing on behalf of said Chamber of Commerce of Clermont, Florida;

H. H. Hatton, appearing for the Town of Minneola, Florida;

And then and there also appeared many other parties representing the general public.

3. And at said time and place mentioned in said notice, the said Commissioners heard and took, under oath, the testimony offered on behalf of the Atlantic Coast Line Railroad Company, and the testimony of many witnesses on behalf of the public, and said Commissioners after hearing all parties desiring to be heard took said matter under advisement.

4. And now on this day the said matter coming on for further consideration before said Commissioners in regular session at their offices in the City of Tallahassee, Florida, and said Commissioners, being fully advised in the premises, do find that the Atlantic Coast Line Railroad Company is operating a week-day passenger train service between Sanford and Trilby, Florida, but is not operating a passenger train service between said points on Sundays;

and that the public interest requires the establishing of a Sunday passenger train service between said points.

5. Wherefore, it is ORDERED by the Railroad Commissioners of the State of Florida, that the Atlantic Coast Line Railroad Company be, and it is hereby required, to establish a Sunday passenger train service between the City of Sanford, Florida, and the Town of Trilby, Florida; such passenger train service to commence on the 9th day of September, 1923, and to be maintained on the same schedule as such passenger train is operated between said stations on week-days.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 23d day of August, A. D. 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 779.
FILE NO. 4241.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
ATLANTIC COAST LINE RAILROAD COMPANY
TO CANCEL ITS INTRASTATE RATES TO AND
FROM CRESCENT CITY, FLORIDA, IN CONNEC-
TION WITH THE CRESCENT CITY TRANSFER
COMPANY.

1. Pursuant to Notice No. 324, the above mentioned matter came on for hearing before the Railroad Commissioners of the State of Florida on the 17th day of July, 1923, at Crescent City, Florida; and then and there appeared the Atlantic Coast Line Railroad Company and other interested parties; and at said time and place said

Commissioners heard and took testimony of various witnesses; and after hearing all parties desiring to be heard took said matter under advisement.

2. And now on this day the said matter coming on for further consideration before said Commissioners in regular session at their offices in the City of Tallahassee, Florida, and the said Commissioners being fully advised in the premises do find that the Atlantic Coast Line Railroad Company should not be permitted to cancel its rates on intrastate traffic to and from Crescent City, Florida, in connection with the Crescent City Transfer Company.

3. Wherefore, it is ORDERED by said Commissioners that the said application of the Atlantic Coast Line Railroad Company be and the same is hereby dismissed.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 23d day of August, A. D. 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 780.

FILE NO. 4243.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO CONSOLIDATE THE TELEPHONE EXCHANGE AT ST. ANDREWS, FLORIDA, WITH THE EXCHANGE AT PANAMA CITY, FLORIDA.

1. The Southern Bell Telephone and Telegraph Company, on the 16th day of May, 1923, filed its application with the Railroad Commissioners of the State of Florida, for permission to discontinue its exchange in St. Andrews, Florida, and connect the subscribers in that ex-

change with the switchboard of said company at Panama City, Florida; to discontinue the present toll rates between said towns; and to approve a new schedule of rates for local exchange service furnished within the present base rate area of Panama City and St. Andrews; which said application was accompanied by petitions from a large number of citizens of St. Andrews and Panama City, petitioning said telephone company to discontinue its exchange at St. Andrews and connect subscribers in that exchange with the switchboard of said telephone company in Panama City, to discontinue the existing toll rate between the two towns, and in consideration thereof the signers of said petitions offered to pay the following new schedule of monthly rates:

Class of Service	One Party	Two Party	Four Party
Business	\$3.90	\$3.30	\$2.70
Residence	2.40	2.10	1.80

2. Whereupon, said Commissioners, on the 11th day of July, 1923, gave written notice to the Southern Bell Telephone and Telegraph Company, and to all other parties interested, that said Commissioners would be in session at Panama City, Florida, on the 26th day of July, 1923, at 10 o'clock A. M., then and there to hear and consider said application and petitions, and to determine whether they ought to permit said exchanges to be consolidated as proposed, and whether or not they should approve the proposed schedule of rates for application at such consolidated exchange as just and reasonable.

3. And pursuant to the aforesaid notice said matter came on for investigation and hearing before said Commissioners at the time and place set forth in said notice; and then and there appeared the following named parties:

David Laird, Florida Manager of the Southern Bell Telephone & Telegraph Company, appearing for said telephone company;

R. E. Yarborough, Southern Manager, Bay Fishing Company, appearing for said fishing company;

J. M. Sapp, attorney-at-law, appearing for Louis Kline;

J. L. Tinkham, Mayor of St. Andrews, appearing for the citizens of St. Andrews;

J. H. Drummond, of St. Andrews, appearing for self, the Bank of St. Andrews, the St. Andrews Ice and Power Company, the Ware Mercantile Company, and the Bay Fisheries Company;

A. P. Manghum, wholesale fish dealer, appearing for self and interested parties.

And then and there also appeared other interested parties.

4. And at said time and place mentioned in said notice, the said Commissioners heard and took, under oath, the testimony of David Laird, J. H. Drummond, J. L. Tinkham, J. W. Sapp, and A. P. Manghum; and said Commissioners after hearing all parties desiring to be heard took said matter under advisement.

5. And now on this day the said matter coming on for further consideration before said Commissioners in regular session at their offices in the City of Tallahassee, Florida, and said Commissioners, being fully advised in the premises, do find that they should permit a consolidation of the Telephone exchanges as proposed, and that the rates proposed for application at such consolidated exchange are just and reasonable.

6. Wherefor, it is ORDERED, by the Railroad Commissioners of the State of Florida, that the application to consolidate the St. Andrews exchange with the Panama City exchange be and the same is hereby approved upon the terms and conditions of such proposed consolidation; that upon said proposed consolidation being fully effectuated the following schedule of monthly rates for local exchange service furnished within the present base rate areas of Panama City and St. Andrews, Florida, is hereby approved, namely..

Class of Service	One Party	Two Party	Four Party
Business	\$3.90	\$3.30	\$2.70
Residence	2.40	2.170	1.80 ^a

7. It is further ORDERED that the rates and charges herein authorized shall in no instance be applied until the proposed consolidation of such exchanges has been fully accomplished.

8. It is further ORDERED that this docket shall remain open for such further and other order in the premises as may be justified, jurisdiction being retained for that purpose.

9. It is further ORDERED that if the proposed consolidation is not fully accomplished within one year from the date hereof, this order shall become void and be of no effect.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 28th day of August, A. D. 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 781.
FILE NO. 2410.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF JOINT PASSENGER TERM-
INAL OR UNION DEPOT AT GAINESVILLE,
FLORIDA.

Where as, the Railroad Commissioners of the State of Florida, sitting at Gainesville, Florida, on the 24th day of November, 1916, entered upon a hearing concerning the matter of erecting a joint passenger terminal or union

depot at Gainesville, Florida; and upon the 5th day of January, 1917, said Commissioners entered their Order No. 540 therein requiring the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway Company to erect, operate and maintain a joine passenger terminal in Gainesville, Florida, to which order petitions for rehearing were filed and denied.

And, whereas, said Order No. 540, nor any part thereof, has been complied with; and, whereas, no attempt has been made to enforce said order; and, whereas, it is the intention and purpose of said Commissioners to enter upon a new hearing concerning the erection and operation of a union depot at Gainesville, Florida, in the light of changed conditions since their order of January 5, 1917.

Now therefore, it is **CONSIDERED AND ORDERED** that said Order No. 540, dated January 5, 1917, be and the same is hereby abrogated, and said proceedings dismissed.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 27th day of August, A. D. 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 782.
FILE NO. 3825.

**BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.**

**IN THE MATTER OF THE ERECTION, OPERATION
AND MAINTENANCE OF A UNION DEPOT AT
ARCADIA, FLORIDA.**

1. On formal petition filed with the Railroad Commissioners of the State of Florida by the City Council of

Arcadia, the Commercial Club of Arcadia, and by many citizens of Arcadia, Florida, praying that the three railroads entering Arcadia be required to unite in constructing an adequate union depot at said city, the Railroad Commissioners of the State of Florida by their certain Notice No. 311, directed to the Atlantic Coast Line Railroad Company, Charlotte Harbor & Northern Railway Company, Seaboard Air Line Railway Company, East & West Coast Railway, and all other parties interested, gave written notice that they would be in session at Arcadia, Florida, on the 15th day of January, 1923, then and there to hear and consider whether or not they ought to require said railroad companies to erect, operate and maintain a joint passenger terminal or union depot at Arcadia, Florida; and, if so, to consider and determine the dimensions and arrangement of such joint passenger or union depot, and with what conveniences and facilities the same ought to be equipped, and also to consider and determine the location of the same, and such other matters pertaining thereto as may properly arise in the premises.

2. And pursuant to the aforesaid notice said matter came on for investigation and hearing before said Commissioners at the time and place set forth in said notice; and then and there appeared at said hearing the following named parties:

W. H. Blake, Superintendent of the East & West Coast Railway, appearing for said railroad;

J. C. Murchison, General Superintendent, and J. F. Counsel, Superintendent, of Atlantic Coast Line Railroad Company, appearing for said railroad;

T. W. Parsons, Vice-President and General Manager of Charlotte Harbor & Northern Railway Company, appearing for said railroad;

And then and there also appeared J. L. Jones, Rupert Smith, A. L. Smith, Claude G. Jones, E. K. Jones, M. E. Pelotte, and other persons representing the City of Arcadia and its citizens.

3. And at said time and place mentioned in said notice the said Commissioners heard and took, under oath, the testimony of J. L. Jones, Rupert Smith, A. L. Smith, Claude G. Jones, E. R. Jones, M. E. Pelotte, J. C. Murchison, J. F. Counsel, and W. H. Blake, and said Commissioners, after hearing all parties desiring to be heard, made a personal examination or inspection of the passenger facilities of all the railroads entering the said City of Arcadia, and then took said matter under advisement.

4. And now on this day the said matter coming on for further consideration before said Commissioners in regular session at their offices in the City of Tallahassee, Florida, and said Commissioners, being fully advised in the premises, do find from the evidence adduced before them at said hearing, and from a personal investigation and inspection of the passenger facilities of all the carriers by railroad entering the City of Arcadia, Florida, that the Atlantic Coast Line Railroad Company, the Charlotte Harbor & Northern Railway Company, and the East & West Coast Railway, enter the City of Arcadia, Florida; that the East & West Coast Railway is a subsidiary company of the Seaboard Air Line Railway Company; that said city is the connection point at which passengers, traveling from points in the State of Florida on one of the said lines of railroad to points in the State of Florida on the other of said lines of railroad, transfer from one of the said lines to the other lines; that the public interest, and that the safety, comfort, convenience, and proper accommodations of passengers transferring at said point, require the erection, operation, and maintenance of a joint passenger terminal or union depot at said City of Arcadia; and that said Commissioners ought to enter their order herein requiring said Atlantic Coast Line Railroad Company, the Charlotte Harbor & Northern Railway Company, and the East & West Railway to erect, operate, and maintain a joint passenger terminal or union depot at said point.

5. Wherefore, it is ORDERED that the Atlantic Coast Line Railroad Company, the Charlotte Harbor & Northern Railway Company, and the East & West Coast Railway, be and they are hereby required to erect, operate and maintain a joint passenger terminal or union depot in Arcadia, Florida; such union depot to be of such dimensions, and to be furnished with such facilities and accommodations, as shall meet the reasonable requirements of passengers or the traveling public by railroad.

6. It is further ORDERED that plans pertaining to the construction of such union depot, showing the location thereof, shall be submitted, for examination, to said Commissioners within sixty days from the date of this order.

7. It is further ORDERED that the work of constructing the aforesaid joint passenger terminal or union depot, hereinabove required to be erected, operated and maintained, shall commence soon as practicable after the approval of plans by said Commissioners and be fully completed within a time to be hereafter fixed by supplemental order.

8. It is further ORDERED that this docket shall remain open for such further and other order or orders in the premises as may be justified, jurisdiction being retained for that purpose.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 28th day of August, A. D. 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 783.

FILE NO. 4231.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF INCLUDING WHITNER'S SID-
ING WITHIN THE SWITCHING LIMITS OF SAN-
FORD, FLORIDA.

1. On complaint filed with the Railroad Commissioners of the State of Florida by Chase & Company against the Atlantic Coast Line Railroad Company, alleging that Whitner's Siding is a railroad siding located within the corporate limits of the City of Sanford, Florida, upon the rails of the Atlantic Coast Line Railroad Company, that said railroad is treating said siding as an independent station for the shipment and receipt of carload freight, and is applying to such shipments different and higher freight rates than are applied to and from the City of Sanford, and praying that said Whitner's Siding be placed within the switching limits of said city, the said Commissioners, by their certain Notice No. 317, directed to the Atlantic Coast Line Railroad Company, and all other parties interested, gave written notice that they would be in session at Sanford, Florida, on the 4th day of May, 1923, to hear and consider whether or not Whitner's Siding, a railroad siding located within the corporate limits of the City of Sanford, should be included in the railroad switching limits of said city, and also to hear and consider such other matters pertaining to the subject matter hereof as may properly arise in the premises.

2. Thereupon, pursuant to the aforesaid notice, said matter came on for investigation and hearing before said Commissioners at the time and place set forth in said

notice, and then and there appeared at said hearing the following named parties:

T. L. Dumas, District Superintendent, J. F. Mead, Assistant General Freight Agent, J. B. Brantley, Commerce Agent, of the Atlantic Coast Line Railroad Company, appearing for said railroad company;

S. O. Chase and W. A. Leffler, appearing for Chase & Company;

Fred T. Williams, Civil Engineer for the City of Sanford, Florida;

J. A. Wathen, appearing for American Fruit Growers, Sanford, Florida;

And other interested parties.

3. That at said time and place mentioned in said notice the said Commissioners heard and took, under oath, the testimony offered on behalf of the complainant, on behalf of other interested parties, and on behalf of the Atlantic Coast Line Railroad Company, and after hearing all parties desiring to be heard took said matter under advisement, and thereafter, on request of the parties, fixed a time for filing briefs.

4. And now on this day, briefs having been duly filed and considered, said matter came on for further and final consideration before said Commissioners, in regular session in their offices in the City of Tallahassee, Florida, upon the evidence taken at said hearing, and said Commissioners, being fully advised in the premises, do find that Whitner's Siding is located within the corporate limits of the City of Sanford, Florida; that said siding is located 10,670 feet, measurement by railroad, from the freight station of the Atlantic Coast Line Railroad Company in said city; that said railroad company is treating carload shipments received at and delivered to said siding as shipments to and from an independent station, and not as shipments to and from Sanford, and is applying higher freight rates on carload shipments received at and delivered to said siding than is applied by said rail-

road company on shipments received at and delivered to other points similarly situated within the corporate limits of said city and of greater distance from the freight station of said company at said city; that the billing of shipments from said siding is performed at said City of Sanford; that said railroad company is treating shipments received at and delivered to Dutton's Siding and Smith Siding as shipments to and from Sanford, and is applying to such shipments the Sanford rates and charges; that Dutton's Siding is located 10,200 feet from the freight station of said railroad at said city, and that Smith Siding is located 10,740 feet from the freight station of said railroad at said city; that said railroad company is applying higher freight rates and charges on carload shipments received at and delivered to Whitner's Siding than is applied to carload shipments received at and delivered to said Dutton's Siding or Smith Siding; that shipments are received at and delivered to Whitner's Siding, Dutton's Siding and Smith Siding under substantially the same circumstances and transportation conditions; that it was admitted by the Atlantic Coast Line Railroad Company at the hearing that no objections from an operating standpoint existed against including Whitner's Siding within the switching limits of the City of Sanford; and that the practice of the said railroad in applying the Sanford rates and charges to carload shipments received at and delivered to said Dutton's Siding and Smith Siding while applying higher rates and charges on carload shipments received at and delivered to Whitner's Siding is an unjust discrimination against shippers using Whitner's Siding, and such discrimination is prohibited by the laws of the State of Florida and the rules and regulations of said Commissioners made thereunder; and that said Whitner's Siding should be placed within the switching limits of the City of Sanford, Florida.

5. Wherefore, it is ORDERED by the Railroad Commissioners of the State of Florida, that the Atlantic Coast

Line Railroad Company be and it is hereby directed and required to place Whitner's Siding within the switching limits of Sanford, Florida; and that said railroad company apply on intrastate shipments received at and delivered to said siding the same transportation rates, charges and treatment as is applied and accorded to like shipments received at and delivered to other points within the switching limits of the City of Sanford, Florida.

6. It is further ORDERED that this order shall become effective thirty days from the date hereof.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their offices in the City of Tallahassee, Florida, this 18th day of October, A. D. 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 784.

FILE NO. 4106.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN RE: APPLICATION OF THE PULLMAN COMPANY TO CONTINUE IN EFFECT RATES FOR ACCOMMODATION IN SLEEPING AND PARLOR CARS AUTHORIZED BY ORDER NO. 754.

The applicant, the Pullman Company, asks authority for a continuance of Order No. 754 of November 21st, 1922, authorizing rates for accommodation in sleeping and parlor cars, contained in its Tariff F. R. C. No. 7.

It is therefore ordered that the applicant be and is hereby authorized to continue in effect the rates authorized in our Order No. 754, of November 21st, 1922, for accommodation in sleeping and parlor cars, until, but not after, the 1st day of January, 1925, unless sooner cancelled,

amended or extended by further order, jurisdiction being retained.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session in Tallahassee, Florida, this 20th day of November, 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 785.
FILE NO. 4231.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF INCLUDING WHITNER'S
SIDING WITHIN THE SWITCHING LIMITS OF
SANFORD, FLORIDA.

The above entitled proceeding coming on this day to be heard upon the petition of the Atlantic Coast Line Railroad Company for a rehearing of said cause; and it appearing to said Commissioners that the grounds set forth in said petition for rehearing was fully considered by said Commissioners at the time said Commissioners' Order No. 783 was entered and that said petition presents no matter not already fully considered by said Commissioners; it is ORDERED that said petition of the Atlantic Coast Line Railroad Company for rehearing of said cause be and the same is hereby denied.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session in Tallahassee, Florida, this 20th day of November, 1923.

R. HUDSON BURR,
Chairman.

ORDER NO. 786.

FILE NO. 4252.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF J. G.
HOLTZCLAW, AS RECEIVER OF THE PENSACOLA ELECTRIC COMPANY, TO INCREASE
STREET CAR FARES AT PENSACOLA, FLORIDA.

1. Pursuant to Notice No. 328, and to notice of continuance, the above mentioned matter came on for formal hearing before the Railroad Commissioners of the State of Florida, on the 19th day of December, 1923, at 10 o'clock A. M., in the City Council Chambers at Pensacola, Florida; and then and there appeared the following named parties:

J. G. Holtzclaw, receiver of the Pensacola Electric Company;

Peter O. Knight and Francis B. Carter, attorneys for the receiver of Pensacola Electric Company;

John B. Jones, City Attorney, appearing for the City of Pensacola;

And other interested parties.

2. And after taking the testimony, under oath, of J. G. Holtzclaw, receiver, and of C. F. W. Wetterer, expert, for the Pensacola Electric Company; and after hearing all parties desiring to be heard, said Railroad Commissioners took said matter under advisement.

3. And now on this day the said matter coming on for further consideration, and said Commissioners being fully advised in the premises, do find that the street railway of the Pensacola Electric Company is now being operated at a loss, and that a revision should be made in the schedule of street car fares of said company. The Commissioners are of the opinion that a flat increase in fares is of doubt-

ful expediency. We are impressed with the fact that a considerable amount of travel is being diverted from the said street railway by private automobiles, and it would seem that some schedule of fares that would encourage the more frequent riders to use the street railway regularly and provide a more equitable charge for the casual or infrequent rider might increase riding and revenue. After investigation and consideration said Commissioners have concluded that the so called weekly pass, coupled with a proper token and cash fare, gives promise of affording additional revenue through stimulating travel, and at the same time prove more satisfactory to the public.

4. Wherefore it is ORDERED that the Pensacola Electric Company be and it is hereby authorized to adopt, for application at Pensacola, Florida, the following revised schedule of street car fares:

(a) CITY LINES

Unlimited Weekly Pass, each.....\$1.25

(This pass to entitle the bearer to transportation at any time of day on any of the cars operated by the company, and shall be put on sale at least two (2) days before the beginning of the week in which it is good for transportation).

Token Fare07½c

(When purchased in quantities of at least six)

Cash Fare 10c

(Applicable to passengers who do not avail themselves of the "Unlimited Pass" or "Token Fare").

School Ticket 04c

(When purchased in books of at least ten tickets. Good for children going and returning from school on school days).

All the above tickets will entitle the bearer to receive a transfer to any other point on the company's system

within the city limits, except the weekly pass which is in itself good for unlimited transportation.

(b) BAYSHORE LINE

Unlimited Weekly Pass, each.....	\$1.25
(This pass good on Bayshore line as well as on city lines).	
Twelve Rides Workingmen's Book.....	\$1.20
(This ticket book shall be non-transferable and good only when presented with the book by the original purchaser).	
Ten Rides Commutation Book.....	\$1.25
Round Trip Ticket, Through Rate.....	.30
Cash Fare, Through Rate.....	.20
School Ticket.....	Half of Regular Fare
(When purchased in books of at least ten tickets. Good for children going and returning from school on a school day).	

5. It is further ORDERED that this order shall become effective at 12:01 o'clock A. M., on the 1st day of February, 1924.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 14th day of January, 1924.

R. HUDSON BURR,
Chairman.

ORDER NO. 787.
FILE NO. 4153.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILI-
TIES OF THE SEABOARD AIR LINE RAILWAY
COMPANY AT TALLAHASSEE, FLORIDA.

1. Pursuant to Notice No. 315, the above mentioned matter came on for formal hearing before the Railroad Commissioners of the State of Florida, on the 20th day of March, 1923, in the city of Tallahassee, Florida; and at said hearing there appeared the following named interested persons:

W. L. Stanley, Vice-President; H. R. Artman, District Engineer; G. L. Hurley, Division Superintendent; W. R. Conova, General Agent; E. M. Windham, Roadmaster; and W. J. Oven, Attorney; all appearing for the Seaboard Air Line Railway Company;

G. P. McCord, Mayor-Commissioner; and W. Austin Smith, City Manager; appearing for the city of Tallahassee;

Geo. H. Perkins, James Messer, G. E. Lewis, D. M. Lewis, and D. M. Lowery, appearing for the business interests of said city.

2. And after taking the testimony of all witnesses proffered, and after hearing all parties desiring to be heard, said Commissioners took said matter under advisement;

3. And now on this day the said matter coming on for further consideration, and said Commissioners being fully advised in the premises, do find from the evidence adduced before them that the driveway or automobile concourse adjoining the passenger depot of the Seaboard Air Line Railway Company at Tallahassee, Florida, is inadequate to serve the reasonable needs of the traveling public; that the

cement pavement contiguous to the north side of said depot should be raised to prevent its overflow with water from heavy rains; that the V-shaped strip of land belonging to the Seaboard Air Line Railway Company located between said concourse and All Saints street should be excavated to the level of said concourse and become a part thereof; and that the city of Tallahassee should, in order to enlarge and improve the driveway facilities at said depot, cut down to the level of said concourse, so enlarged, that part of All Saints street bounding said concourse on the north and pave the same.

4. Wherefore, it is ORDERED (contingent upon the city of Tallahassee cutting down to the level of said automobile concourse that part of All Saints street bounding said concourse, as enlarged in and by this order, and paving the same), that the Seaboard Air Line Railway Company be and it is hereby ORDERED and directed:

(a) To raise the cement pavement adjoining the north side of its passenger depot at Tallahassee, Florida, approximately six inches, so as to prevent its overflow with water from heavy rains.

(b) To excavate to the level of said automobile concourse that certain V-shaped strip of land located between said concourse and All Saints street, and include said strip of land as a part of said concourse.

(c) To cement or concrete all of said automobile concourse, so enlarged to the south boundary line of said All Saints street, adjoining its passenger depot at Tallahassee, Florida.

5. And it is further ORDERED that the improvement of passenger depot facilities herein required of said Seaboard Air Line Railway Company shall be fully completed within thirty days after consummation of work by the city of Tallahassee herein found necessary to be done by it in order that the driveway at said depot may be enlarged and improved.

6. It is further ORDERED that this docket shall remain open for such further and other order or orders in the premises as may be justified, jurisdiction being retained for that purpose.

7. DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in open session at their office in the city of Tallahassee, Florida, this 31st day of January, 1924.

A. S. WELLS,
Acting Chairman.

I dissent to the foregoing order of the majority as it is inadequate and does not require the Seaboard Air Line Railway Company to make such needed extensions and improvements to the company's passenger facilities as the capital city of the State is entitled to.

R. HUDSON BURR,
Commissioner.

ORDER NO. 788.
FILE NO. 4257.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
SOUTH ATLANTIC TELEPHONE & TELEGRAPH
COMPANY FOR APPROVAL OF ITS REVISED
SCHEDULE OF TOLL RATES BETWEEN MIAMI
AND HIALEAH, AND BETWEEN MIAMI AND
MIAMI BEACH, FLORIDA.

Whereas, the South Atlantic Telephone & Telegraph Company has applied to the Railroad Commissioners, State of Florida, for approval of its revised schedule of telephone toll rates for application between Miami and Hialeah, and between Miami and Miami Beach, Florida; and

Whereas, said Commissioners did, during the month of

December, 1923, orally approve said revised schedule of toll rates effective January 1, 1924, therefor

IT IS ORDERED that the following revised schedule of toll rates between said points be and is hereby formally approved, effective January 1, 1924:

SCHEDULE OF TOLL RATES BETWEEN MIAMI AND HIALEAH
AND BETWEEN MIAMI AND MIAMI BEACH, FLORIDA.

		Initial	Initial	Overtime	Overtime
		Rate	Period	Rate	Period
Number—Number	service	10c	5 Min.	5c	3 Min.
Particular person	service	15c	3 Min.	5c	1 Min.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, Florida, this 7th day of February, 1924.

R. HUDSON BURR,
Chairman.

ORDER NO. 789.
FILE NO. 4258.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSALS OF THE
SOUTH ATLANTIC TELEPHONE & TELE-
GRAPH COMPANY FOR FURNISHING TELE-
PHONE SERVICE AT LEMON CITY-LITTLE
RIVER, FLORIDA.

Whereas the South Atlantic Telephone & Telegraph Company has submitted to the Railroad Commissioners, State of Florida, certain proposals for furnishing telephone service to the inhabitants of Lemon City-Little

River, Florida, and has petitioned said Commissioners to approve said proposals, and

Whereas said Commissioners did, during the month of December, 1923, orally approve, effective January 1, 1924, said proposals; therefore,

It is ORDERED that the following proposals of said applicant company are hereby formally approved, effective January 1, 1924:

1. Party line toll stations to be established within the base rate area, (shown on the map filed with said proposals) with a guarantee of \$10.00 per station per month for stations located within business establishments and \$5.00 per month per station for stations located in residences with tolls on each message between this area and Miami at the following rates:

		Initial	Initial	Overtime	Overtime
		Rate	Period	Rate	Period
Number—Number	service	10c	5 Min.	5c	3 Min.
Particular person	service	15c	3 Min.	5c	1 Min.

2. Stations outside of said base rate area to carry extra mileage charge of \$5.00 per annum per one-quarter mile or fraction thereof.

3. That the center of 54th street will be the dividing line between the Miami service area and the Lemon City-Little River service area, all stations south of this line to be served through the Miami exchange, and all stations north of this line to be considered as in the Lemon City-Little River area and to receive the class of service authorized for that area.

4. That the existing stations now located north of this boundary line continue to receive service through the Miami exchange until such time as the applicant company shall install and place in operation an exchange in Lemon City-Little River area, at which time all of these stations will be placed on the same basis as all other stations in that area; i. e., receive their service through Lemon City-Little

River Exchange. Should any of the existing stations in the area in question, which are now served through the Miami Exchange discontinue their service, no other party will be substituted for those discontinued.

5. The base service area at Lemon City-Little River to be as indicated on that certain map prepared by the said applicant company and filed with said Commissioners.

6. That the center of the proposed new service area be used in basing the toll rates between that area and points other than Miami.

7. That when said applicant company has installed and placed in operation an exchange in the Lemon City-Little River area all persons who, in the meantime have been served on a toll station basis shall be connected through the proposed exchange at such rates for local exchange service as may be later authorized by the Commissioners.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in open session at their office in the city of Tallahassee, Florida, this 7th day of February, 1924.

R. HUDSON BURR,
Chairman.

ORDER NO. 790.
FILE NO. 4259.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
SOUTH ATLANTIC TELEPHONE & TELEGRAPH
COMPANY FOR APPROVAL OF TELEPHONE
RATE SCHEDULES PROPOSED FOR APPLICATION AT CORAL GABLES, FLORIDA.

Whereas, the South Atlantic Telephone & Telegraph Company has applied to the Railroad Commissioners,

State of Florida, to approve a schedule of rates for a proposed telephone exchange at Coral Gables, a sub-division near Miami, Florida; and has filed with said Commissioners a schedule of proposed rates for application inside the exchange base rate area (base rate area shown by plat submitted by the applicant company), and a schedule of toll rates for application between said sub-division and Miami, Florida; and

Whereas, said Commissioners did, during the month of December, 1923, orally approve, effective January 1, 1924, said exchange and toll schedule of rates for a proposed telephone exchange at Coral Gables, therefore,

It is ORDERED that the following schedules of telephone rates for Coral Gables be and the same are hereby formally approved, effective January 1, 1924:

SOUTH ATLANTIC TELEPHONE & TELEGRAPH COMPANY
CORAL GABLES, FLORIDA, EXCHANGE.

Rates Inside Exchange Base Rate Area—Wall Telephone
Equipment.

(Base rate area as shown on plat filed with Railroad Commissioners of Florida on November 15, 1923)

UNLIMITED SERVICE.

Class of Service.	Rate Per Month.	Joint User Rate.
Business, 1 party, flat rate.....	\$7.50*	\$2.00
Business, 2 party, flat rate.....	6.50*	2.00
Business, 4 party, flat rate.....	5.00*See Note A	2.00
Business, extension	1.00*	
Residence, 1 party, flat rate.....	4.25*	1.00
Residence, 2 party, flat rate.....	3.25*	1.00
Residence, 4 party, semi-selective..	2.50*	
Residence, extension	1.00*	

MEASURED SERVICE

Class of Service	Rate Per Month.	Messages Per Month.	Additional Originating Messages Each
Business, 1 party, message rate	\$5.00*	100	31½c
Business, message rate, joint user	1.00		
Business, extension...	1.00*		

NOTE "A"—Business four party service is available only outside of base rate area.

DESK TELEPHONE EQUIPMENT

For desk telephone instead of wall telephone add 25c to the above rate marked with a (*).

RATES OUTSIDE EXCHANGE BASE RATE AREA

Additional rate for extra distance beyond exchange base rate area, 42 cents per month per one-fourth mile or fraction thereof. This charge to be prorated between two party and four party stations.

PRIVATE BRANCH EXCHANGE AND MISCELLANEOUS SERVICE

The rates applicable to Private Branch Exchange systems and for miscellaneous equipment to be the same rates as those now established for the Miami Exchange.

The regulations as to season rates, suspension and restoration of service and other rates and general practices, not specifically set forth herein, to be the same as are now in effect at the Miami, Florida, exchange.

TOLL RATES BETWEEN CORAL GABLES AND MIAMI

For all messages, both ways, between Coral Gables and Miami, the following toll rates to apply:

	Initial	Initial	Overtime	Overtime
	Rate	Period	Rate	Period
Number—Number service	10c	5 Min.	5c	3 Min.
Particular person service	15c	3 Min.	5c	1 Min.

•DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, Florida, this 7th day of February, 1924.

R. HUDSON BURR,
Chairman.

ORDER NO. 791.

FILE: ANNUAL REPORTS—1922.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FAILURE OF THE CALOOSA-
HATCHEE RIVER STEAMBOAT COMPANY OF
FORT MYERS, FLORIDA, TO FILE ANNUAL RE-
PORT FOR 1922.

Pursuant to Notice No. 336, dated February 2, 1924, the above mentioned matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the Supreme Court Building at Tallahassee, Florida, on February 14, 1924, at 11 o'clock A. M., and it appearing to said Commissioners that said carrier has, since the beginning of this proceeding, filed its Annual Report for the year 1922 with said Commissioners; and it further appearing that said carrier appeared in response to said

Notice No. 336, and gave under oath a satisfactory excuse for such delay in filing said report,

Wherefore, it is ORDERED that this penalty proceeding against the said carrier be and is hereby dismissed.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 14th day of February, 1924.

R. HUDSON BURR,
Chairman. •

ORDER NO. 792.

FILE: ANNUAL REPORTS—1922.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE FAILURE OF THE TRI-
STATE NAVIGATION COMPANY OF COLUMBUS,
GEORGIA, TO FILE ANNUAL REPORT FOR THE
CURRENT YEAR ENDING DECEMBER 31, 1922.

1. On February 2, 1924, the Railroad Commissioners of the State of Florida issued their written Notice No. 335, directed to the Tri-State Navigation Company, a corporation with main offices at Columbus, Georgia, stating that said corporation was charged before said Commissioners with violation of Section 4660 of the Revised General Statutes of Florida, in that said corporation had failed and refused to file with said Commissioners, within the time prescribed by them, its Annual Report for the current year ending December 31, 1922; and that said Commissioners would be in open session in their hearing room in the Supreme Court Building, Tallahassee, Florida, on February 14, 1924, at 10 o'clock A. M., to hear, consider, and determine whether said corporation was guilty of the above named charge, and if found guilty thereof to then

and there consider what penalty should be imposed under the provisions of Section 4645 of the Revised General Statutes of Florida.

2. Pursuant to said Notice No. 335, the above mentioned matter came on for hearing before said Railroad Commissioners in their office at Tallahassee, Florida, on February 14, 1924, at 10 o'clock A. M., and at said time and place the said Tri-State Navigation Company failed to appear or to file any defense to said charge; and then and there appeared James E. Calkins, Counsel for said Commissioners; and said Commissioners, after taking evidence took said matter under advisement.

3. And now on this date the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find:

(a) That on the 4th day of February, 1924, said Notice No. 335 was duly served upon the said Tri-State Navigation Company, a corporation.

(b) That March 31, 1923, was designated, under Section 4660 of the Revised General Statutes of Florida, by said Commissioners, as the time for filing, by all common carriers subject to the jurisdiction of said Commissioners, of Annual Reports for the current year ending December 31, 1922.

(c) That on December 16, 1922, said Tri-State Navigation Company, a corporation, was notified in writing that said Commissioners had fixed March 31, 1923, as the time within which its Annual Report for the current year ending December 31, 1922, must be filed with said Commissioners; and a blank form-book for such report prescribed by said Commissioners was duly delivered to said corporation on said 16th day of December, 1922.

(d) That said Tri-State Navigation Company, a corporation, failed and refused to file with said Commissioners on or before March 31, 1923, its Annual Report for the current year ending December 31, 1922, as required by law; and therefore said corporation is guilty of a violation

or disregard of Section 4660 of the Revised General Statutes of Florida.

4. Wherefore, it is ORDERED by said Railroad Commissioners that the Tri-State Navigation Company, a corporation, has thereby incurred a penalty for such violation; which penalty is hereby fixed and imposed in the sum of two hundred and fifty dollars, and which sum the Tri-State Navigation Company is required to promptly pay to the State Treasurer at Tallahassee, Florida, as required by law.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 18th day of February, 1924.

R. HUDSON BURR,
Chairman.

RULES AND REGULATIONS

**For the Government of the Transportation of
Persons and Property by Common Carriers
in Florida, as Revised to Date.**

RAILROAD COMMISSION, STATE OF FLORIDA.

TALLAHASSEE, FLA., MARCH 1, 1924.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting herewith being hereby repealed.

R. HUDSON BURR, *Chairman,*

A. S. WELLS,

E. S. MATTHEWS,

Commissioners.

LEWIS G. THOMPSON, *Secretary.*

SECTION 1—GENERAL RULES

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, the branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the constructions of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the general manager (if there be one) or by superintendent or other principal officer in charge, and the treasurer or auditor; the annual reports to be verified by the affidavits of the president, superintendent or general manager, and auditor or treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, draw-backs or other advantages in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of the said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route, and any route lying wholly within this State, or from one point to another point within this State over the high seas by which the initial movement of such shipment can be made over the line of such receiving carrier, and by which such shipment will be delivered safely and promptly, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over which the lowest charges for transportation apply. This rule shall not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely delivered; and provided, further, that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State over which the lowest charges for the transportation apply.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

TRAFFIC ARRANGEMENT, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute, as to deprive a common

carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or freight train, that may occur on its line in this State, giving as nearly as possible the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employees, or others.

All other accidents, wrecks, derailments and explosions which occur on the line of any common carrier shall be reported by such carrier within five days after the occurrence, and such report shall contain a full written statement, giving the full details of the cause of the wreck, the extent of damage to equipment and track, and the number of persons killed or wounded.

This rule shall not apply to simple derailments of freight cars or yard engines when switching or shifting in yards, except when some person is killed or injured, in which case a report shall be made as in other cases.

CARRIERS SHALL POST NOTICE OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulations of their business as the Railroad Commissioners may direct.

CARRIERS MUST REPORT FREE PASSES.

14. Every common carrier shall report on or before the 15th day of each calendar month a certified list showing for the calendar month last preceding all passes, tickets or mileage books issued free, or for other than actual *bona fide* money consideration at full established rates, together with the names of the recipients thereof, the reasons for issuing the same, the points of origin and destination, and the amounts received therefor, or the consideration thereof.

CARRIERS SHALL MAKE REFUND OF OVER-CHARGES.

15. Every charge for transportation made by any common carrier in excess of the rates or fares prescribed by the Railroad Commissioners for such services, including overcharges due to misrouting by the carrier, will be deemed and treated as a violation or disregard of such prescribed rates, or of the schedule, ruling or regulation fixing such rates or fares, unless within three months after the collection by the carrier of such excessive charge, the carrier shall refund the excessive amount so collected, whether a claim be made for such amount or not. Demanding excessive charges and refusing to deliver freight until the same shall be paid will be likewise construed. This rule shall not apply to those cases where, for any reason, an examination of the records of the carrier fails to reveal the fact that the excessive charge has been made.

SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATIONS OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in $2\frac{1}{2}$ or over may be counted as 5, and sums less than $2\frac{1}{2}$ as 0. For example, for $42\frac{1}{2}$ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of

mileage, excursion, commutation or round trip passenger tickets, or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least

thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

**RAILROADS SHALL OPERATE A SUFFICIENT
NUMBER OF COACHES.**

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise, and said cups may be furnished free or, at the option of the carrier, a charge of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers when the berths are not made up in the section, to one-half of the section; but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors, in their respective cars, to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

RAILROADS CANNOT DISCONTINUE PASSENGER
TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may, in their discretion, shorten the time of application for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions such as fairs, carnivals, conventions, excursions and the like.

TRAINS CARRYING PASSENGERS MUST STOP AT
REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop and must stop on flag at flag stations where they are scheduled to stop.

SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT

CONNECTING RAILROADS UNDER SAME MANAGEMENT

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted, provided that if they carry for less for one person they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent. at all stations along the line of

road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such connecting point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for, instance, epidemic, floods, droughts, storms or other exigencies.

NO COMMON CARRIER SHALL REFUSE TO ACT AS SUCH.

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. This term common carrier is used in this rule in the sense defined in the Statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction; any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes, and in separate packages, the charges shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

7. Rescinded.

SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.

CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
2,000 pounds and under 3,000, \$ 3.00 for extra handling.
3,000 pounds and under 4,000, \$ 5.00 for extra handling.
4,000 pounds and under 5,000, \$ 7.00 for extra handling.
5,000 pounds and under 6,000, \$ 8.00 for extra handling.
6,000 pounds and under 7,000, \$10.00 for extra handling.
Over 7,000 pounds, subject to special contract.

CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for if in excess of such carload minimum. When, however, articles shipped as above are in classes N. O. or P., the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made

by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scraps, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

ESTIMATED WEIGHTS.

As amended by Order 767, effective March 20, 1923.

13. All articles will be charged at Gross Weight, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply. When the actual weight of the articles named below *can not be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article	Weight Pounds
Cement, Portland, per bbl.....	400
Cement, except Portland, per bbl.....	300
Clay, per cubic yard.....	3,000
Coal, per bushel	80
Coke, per bushel	40
Gravel, per cubic yard	3,200
Lime, Rockland, per bbl.....	230
Lime, other than Rockland, per bbl.....	210
Lime, per bushel	80
Lumber, ash or black walnut, green, per 1,000 ft...	4,500
Lumber, ash or black walnut, seasoned, per 1,000 ft..	4,000
Lumber, elm, hickory or oak, green, per 1,000 ft....	6,000
Lumber, elm, hickory or oak, seasoned, per 1,000 ft..	4,500
Lumber, white pine or poplar, green, per 1,000 ft...	4,000
Lumber, white pine or poplar, seasoned, per 1,000 ft.	3,000

YELLOW PINE

	Pounds Per M Feet
Dressed and Seasoned.	
Flooring—	
13/16x2½ Flat Back.....	2,350
13/16x3¼ Flat Back.....	2,300
13/16x3¼ Hollow Back	2,050
13/16x3½ Flat Back.....	2,400
13/16x5¼ Flat Back.....	2,400
12/16x5¼ Flat Back.....	2,300
(All Heart Face 150 lbs. per M Heavier)	
Ceilings—	
5/16x3¼	900
7/16x3¼	1,250
9/16x3¼	1,600
11/16x3¼	2,000

Partition—

3/4" Net	2,100
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Bevel Siding—

From 1" stock	1,150
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From 1 1/4" stock	1,500
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Weather Boarding—

S. E. from 5/4" stock	1,400
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Drop Siding—

Pattern 105 and 106	2,000
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Pattern 115, 117 and 118	1,600
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Pattern 116	2,200
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Finish: 1"—

S 4 S to 3 1/2	2,400
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S 4 S to 5 1/2	2,500
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S 4 S to 7 1/2	2,600
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S 4 S to 9 1/2	2,700
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Finish and Boards—

S 2 S to 13/16"	2,800
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S 2 S to 1 1/16"	2,900
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S 2 S to 1 1/8"	3,000
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Roofers, D & M or SL—

To 13/16"	2,500
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To 3/4"	2,300
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Framing—

2" to 4" by under 6", 3/8" scant	2,800
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2" to 4" by under 6", 1/4" scant	3,000
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DRESSED, GREEN

Framing—

2" to 4" by under 6", 1/4" scant	3,800
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Timbers—

6x6 and up, 1/4" scant	4,000
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ROUGH, SEASONED

Boards—

Under 2", Kiln Dried..... 3,800

Under 2", Air Dried..... 4,000

Framing—

2" to 4" by under 6"..... 4,000

ROUGH GREEN

Boards—

Under 2" 5,500

Framing—

2" to 4" by under 6"..... 5,000

Timbers—

6x6 and up..... 4,500

Laths—

Green, per 1,000..... 900

Seasoned, per 1,000..... 550

Shingles—

4"x18", green, per 1,000..... 600

4"x18", seasoned, per 1,000..... 500

6"x20", green, per 1,000..... 850

6"x20", seasoned, per 1,000..... 650

CYPRESS

CYPRESS	Pounds per M.			
	Green	Rough or Dry	S1S S2S Dry	S4S Dry
Lumber 4"	5,000	3,500	3,200	3,000
Lumber 2½" and 3"	5,000	3,500	2,900	2,700
Lumber 2"	5,000	3,200	2,600	2,400
Lumber 1½", 1¼" and 1"	5,000	3,000	2,400	2,200
1" Lumber, Rough, Resawed		2,800		
1" Lumber, Rough, Resawed twice		2,700		
1" Lumber, S2S and Resawed			2,250	
1" Lumber, Resawed and S2S afterwards			2,000	
2" Lumber, Rough, Resawed twice		2,800		
Worked Flooring, Partition, Drop				
Siding, Shiplap Moulded Casing and Base			2,200	
¾" Panel Stock	Face Measure		800	
½" Panel Stock	"		1,000	
⅝" Panel Stock	"		1,400	
¾" Panel Stock	"		1,600	
⅝" Ceiling	"		1,600	
½" Ceiling	"		1,300	

	Face Measure	Pounds per M.	
		Rough or Dry	S1S S2S Dry
3/8" Ceiling	"		1,000
1/2" Bevel Siding	"		1,000
5/8" Bungalow Siding (from 5/4")	"		1,400
3/4" Bungalow Siding (from 6/4")	"		1,850
O. G. Battens, 2"	Per M. ft. lineal	300	
O. G. Battens, 2 1/2"	"	350	
O. G. Battens, 3"	"	400	
3/8"x3" Battens S1S	"	300	
Shingles, all grades, green, 16"		550 per M. pieces	4" wide
Shingles, all grades, green, 18"		600	" "
Shingles, all grades, dry, 16"		400	" "
Shingles, all grades, dry, 18"		450	" "
Lath, 3/8", dry		500 per M. pieces	
Lath, 3/8", green		800	"
		Dry	
1"x1"—4' Pickets, Headed and S4S to 13/16"x13/16"		800 per M. pieces	
1 1/4"x1 1/4"—2' Pickets, Headed and S4S to 1 1/16"x1 1/16"		600	"
1 1/4"x1 1/4"—3' Pickets, Headed and S4S to 1 1/16"x1 1/16"		900	"

	Dry	Per M. Pieces
1 1/4"x1 1/4"—4' Pickets, Headed and S4S to 1 1/16"x1 1/16"	1,200	"
1 1/2"x1 1/2"—2' Pickets, Headed and S4S to 1 5/16"x1 5/16"	1,000	"
1 1/2"x1 1/2"—3' Pickets, Headed and S4S to 1 5/16"x1 5/16"	1,500	"
1 1/2"x1 1/2"—4' Pickets, Headed and S4S to 1 5/16"x1 5/16"	2,000	"
1"x3"—2' Pickets, Headed and S4S to 3/4"x2 1/2"	850	"
1"x3"—3' Pickets, Headed and S4S to 3/4"x2 1/2"	1,275	"
1"x3"—4' Pickets, Headed and S4S to 3/4"x2 1/2"	1,700	"
1 1/4"x1 1/4"x18" Squares (add 60 lbs. for each 2" over 18")	600	"
1 1/2"x1 1/2"x18" Squares (add 95 lbs. for each 2" over 18")	850	"
2"x2"x18" Squares (add 165 lbs. for each 2" over 18")	1,500	"
Cypress Lumber N. O. S., Dry	3,500	per M. feet
Cypress Lumber, N. O. S., Green	5,000	"

Sand, per cubic yard.....	3,000
Staves, heading or hoop poles, green, car loaded to depth of 43 inches, per car	30,000
Staves, heading or hoop poles, seasoned, car loaded to depth of 50 inches, per car.....	30,000
Stone, not dressed, per cubic foot.....	160
Tan Bark, green, per cord	2,600
Tan Bark, seasoned, per cord	2,000
Telegraph poles, fence posts or rails, per cord.....	3,500
Turpentine, in barrels, per bbl.....	432
Wood, green, per cord	3,500
Wood, seasoned, per cord	3,000

ARTICLES TOO LONG OR TOO BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than \$2.00 per car without regard to its weight or contents will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point or any railroad to a connecting railroad or to any warehouse, side track or other point within the

switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of \$2.00 shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the city of Jacksonville from points in this State to any planing mill in the

Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery without delay, to any connecting road of the same gauge, all cars consigned to points beyond such connecting roads; so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHT OF SHIPPER TO ROUTE FREIGHT.

17. The right of the shipper to direct by what route or routes his shipments shall be transported within the State of Florida shall be observed by all common carriers under the jurisdiction of the Railroad Commissioners of Florida. When shipments are routed by the shippers, the rates applying by the routing specified may be used by the carrier.

LOWEST RATE TO BE CHARGED.

18. Whenever there is a conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

JOINT RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

19. On intrastate shipments of freight passing over two or more lines, and not governed by Rule 1, no common carrier which is a party to the haul shall charge or receive for its services in connection with such shipment more than its maximum rate for the distance hauled by it, less 10 per cent., when the entire haul is over two lines, nor more than its maximum rate, less 20 per cent., when the entire haul is over three or more lines, nor in any instance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected or received by any such common carrier, as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them.

SETTLEMENT OF CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the traffic manager or general freight agent of the company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed or suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, that this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established, for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

As Amended Effective Feb. 4, 1918, by Order No. 585.

"25. When any car of lumber or other forest products is loaded in excess of 110% of its marked carrying capacity the excess may be charged for at double the lumber or other forest products rate, as the case may be; but any railroad company may refuse to transport any car of lumber or other forest products loaded in excess of 110% of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport such excess at the regular lumber or forest products rate."

OFFICE HOURS.

As amended by Order 723, Effective May 1, 1921.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignee (Sundays and legal holidays excepted) between the hours of 8 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR
USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts and may be reduced by agreement between railroads, but all such agreements must, under Section 2907 of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

**TRANSFERRING CARLOAD SHIPMENTS TO
OTHER CARS IN TRANSIT.**

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall reload said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred, as well as of the car from which the transfer was made.

Such reloading must not take place except under circumstances which would legally justify it.

SECTION 4—RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVE STOCK

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights, and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second class at owner's risk.)

LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTI- MATED WEIGHTS.

One horse, mule or horned animal, except as specified below	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee.....	1,000 pounds
Stallions, jacks and bulls, each.....	3,000 pounds
Each cow and calf together, not crated....	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated each	1,000 pounds
Colts, under one year old, except stallions, note crated	1,000 pounds

Calves, under one year old, note crated....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep, crated, each, actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds
Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	

Goats, same as sheep.

Kids, same as lambs.

Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds
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In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each
Horses and mules, not over.....	\$ 75.00
Horned cattle, not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier, a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

DEMURRAGE RULES

SPECIAL NOTICE.

During the war period the Commissioners authorized the application of the Interstate Demurrage and Storage Rules to Florida Intrastate traffic, and until further notice the Interstate Demurrage and Storage Rules as published by B. T. Jones, agent for the carriers, in his I. C. C. No. 1339 and 1466, or subsequent issues, will be applicable on Florida Intrastate traffic, except that Rules VI, XIV, XVII, XVIII, and XIX, as published below are still in effect on intrastate traffic.

RULE VI.

REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse or for a period of ten days after notice, as provided for in Rule III, fail to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give or send the consignor legal notice of such refusal or failure, unless the consignee has signified in writing his acceptance of the property; and the consignor shall thenceforth become liable to such carrier for the demurrage then due and which may accrue thereafter upon the car or cars in which the goods are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of the carrier. No demurrage charges, however, shall be allowed after the expiration of the period of ten days from date of legal notice to the consignee until the consignor

shall have been notified or refusal or failure on the part of consignee to accept the freight.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued.

RULE XIV.

STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains, or after delivery at stations for transportation, will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, the charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however. That the collection of the demurrage herein authorized shall not deprive the shipper of tation, such damages as he may sustain by reason of the his right to recover in any court of competent jurisdiction delay in furnishing cars.

Provided further, That this rule does not alter, abolish, supercede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

RULE XVIII.

DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper and thereafter

a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise to be forfeited to the railroad. And provided, further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE XIX.

SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided, further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided, further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

SCHEDULE OF PASSENGER RATES**Operated by Railroads in Florida.**

Railroads Charging 3.6 Cents per Mile:

Charlotte Harbor & Northern Railway.
Georgia, Florida & Alabama Railway.
Georgia Southern and Florida Railway.
Pensacola, Mobile & New Orleans Railway Co.
Georgia and Florida Railway.
Live Oak, Perry & Gulf Railroad.
Louisville & Nashville Railroad.

Railroads Charging 4.8 Cents Straight Fare, with 3.6 Cent Round Trip Tickets Good for Five Days Exclusive of Day of Sale:

Apalachicola Northern Railroad.
Atlanta and St. Andrews Bay Railway.
Birmingham, Columbus & St. Andrews Railroad.
Fellsmere Railroad.
Florida, Alabama & Gulf Railroad.
Gulf, Florida & Alabama Railroad.
Marianna and Blountstown Railroad.
Tavares and Gulf Railway.

Railroads Charging 4.8 Cents per Mile:

Tampa and Jacksonville Railroad.

The Atlantic Coast Line Railroad Charges 3.6 Cents per Mile.

The Florida East Coast operates 3.6-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4.8-cent rate is authorized.

The South Georgia Railway operates a 3.6-cent passenger rate between Florida line and Greenville, and 4.8-cent straight fare, with 3.6 cent round trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

The Seaboard Air Line Railway Charges 3.6 Cents per Mile.

SCHEDULE OF FREIGHT TARIFFS

SPECIAL NOTICE.

The scales of freight rates as carried in our last annual report were the rates as in effect on June 24, 1918, at which time General Order No. 28, of the Railroad Administration, was issued imposing a general advance on all rates. The rates were further increased by 25% under Ex-Parte No. 74 of the Interstate Commerce Commission, effective August 26, 1920, and reduced by 10% effective July 1, 1922.

In view of the fact that the method of bringing these rates up to date is a complicated one, and in view of the further fact that the decision in the Southeastern Class Rate Case, now before the Interstate Commerce Commission, which is expected some time this year, will probably make necessary numerous changes in the intrastate class scales in Florida, the Commissioners have decided not to carry these rate scales in the present report.

Should any shipper or other interested party desire a copy of a previous report carrying these scales, it will be promptly furnished on request.

DISTANCE TABLES

ATLANTIC COAST LINE RAILWAY

Jacksonville to Port Tampa.

Jacksonville	0.	Pomona	69.4	Longwood	133.8
Wessner	3.6	Lake Como	71.0	Altamonte Springs.....	136.7
Yukon	9.4	Huntington	74.2	Maitland	139.3
Orange Park.....	14.0	Crescent City.....	77.0	Winter Park	141.8
Peoria	19.0	Longs	79.0	Formosa	145.0
Doctor's Inlet	20.4	Denver	77.5	Orlando	146.6
Russell	23.9	Hammond	81.2	Eight Oaks.....	150.0
Magnolia Springs.....	28.3	Seville	83.4	Gatlin	151.0
Green Cove Springs.....	29.8	Pierson	89.1	Pine Castle.....	153.0
Walkill	33.3	Eldridge	91.5	Taft	154.0
West Tocol.....	40.2	Barberville	93.8	Connelly	158.6
Bostwick	45.7	DeLeon Springs.....	99.0	Kissimmee	164.4
Teasdale	48.6	Glenwood	102.2	Campbell	168.4
Rice Creek.....	51.0	DeLand Passenger Station...	107.2	Loughman	175.5
Pecan	51.6	Beresford	108.0	Davenport	182.2
Sisco	67.0	Fatio	110.0	Haines City.....	185.4
Palatka	54.9	Orange City Junction.....	112.3	Lake Alfred.....	192.1
Lundy	57.3	Enterprise Junction.....	118.1	Auburndale	196.4
Peniel	60.0	Rands	122.5	Carter's	201.6
Buffalo Bluff.....	62.1	Sanford	124.3	Lakeland	207.0
Satsuma	63.9	Lake Mary.....	129.2	Winston	211.1

Youman's	214.1	Orient	233.4	Carlow	239.8
Plant City	217.5	Uceta	234.9	Dewey	243.3
Dover	223.7	Thonotossa Jct.....	236.3	Port Tampa City.....	246.2
Seffner	227.1	Ybor City.....	237.5	Port Tampa.....	248.0
Mango	230.0	Tampa Union Station.....	238.1		

Jacksonville to Jesup.

Jacksonville	0.0	Ratliff	14.7	Andrews	33.9
Moncrief	3.5	Callahan	19.7	Bologne	37.3
Pickett	5.5	Dyal	24.3	Folkston, Ga.....	41.5
Dinsmore	9.6	Hilliard	29.9	Jesup, Ga.....	96.0

ATLANTIC COAST LINE RAILWAY—Continued.

Jacksonville to St. Petersburg.

Jacksonville	0.0	Rochelle	93.5	Lady Lake	151.3
Milldale	10.0	Micanopy Jct.....	99.1	Fruitland Park.....	155.4
Moncrief	3.5	Evinston	101.7	Leesburg Junction.....	158.0
Cambon	9.3	Boardman	104.0	Leesburg	159.0
Mandeville	14.1	McIntosh	104.6	Corley	161.0
Baldwin	19.2	Gaitskill	106.0	Okahumpka	164.5
Mattox	24.0	Orange Lake.....	106.1	Cason	169.0
McPherson	26.8	Proctor	107.0	Center Hill.....	173.6
Nursery	29.0	Reddick	110.5	Webster	178.2
Bessent	30.8	Lowell	113.4	St. Catherine.....	183.3
Sapp	37.8	Martin	116.5	x*Croom	189.2
Britt	41.0	Zuber	117.4	Rital	172.7
Ellerbee	41.7	Kendrick	119.6	Trilby	176.9
Raiford	44.8	Ocala Junction.....	124.2	Blanton	181.8
Rylander	47.1	Ocala	124.7	San Antonio.....	187.9
Johnstown	49.0	Fakes	126.0	Pasco	191.6
Lake Butler.....	51.9	Orange Avenue	127.0	Ehren	200.1
Dukes	58.0	Montague	130.0	Drexel	202.0
Munich	58.8	Cornell	131.3	Odessa	210.4
Worthington Springs.....	61.0	Welshton	137.3	Keystone Park	214.1
Santa Fe	63.9	Candler	138.6	Taconey	218.0
Haynesworth	68.2	Ocklawaha	140.0	Tarpon Springs.....	221.0
Burnett's Lake.....	70.8	Lake Weir	141.0	Sutherland	226.9
Hague	74.1	East Lake	144.1	Ozona	227.2
Paradise	80.4	Stanton	146.0	Dunedin	231.3
Gainesville	84.5	Weirsdale	146.6	Clearwater	234.5
T. & J. Crossing.....	84.4	Conant	150.0	Belleair	235.5

Largo	238.1	Pinellas Park.....	245.8	St. Petersburg Wharf.....	252.9
Cross Bayou.....	242.9	Lellman	247.0	St. Petersburg.....	252.2

x Jax to Croom via Newberry, 167.8. *Stations south of Croom based on mileage via Newberry.

Jacksonville to Perry.

Jacksonville	0.0	Dukes	57.8	Wilcox	104.5
Milldale	10.0	Munich	58.8	Wilcox Junction.....	106.0
Moncrief	3.5	Worthington Springs.....	61.0	Old Town.....	108.5
Cambon	9.3	Santa Fe	63.9	Eugene	113.6
Mandeville	14.1	Haynesworth	68.2	Cross City.....	116.8
Baldwin	19.2	Burnett's Lake.....	70.8	Hines	126.9
Mattox	24.0	West Alachua.....	72.5	Clara	134.0
McPherson	26.8	Cadillac	77.0	Salem	141.7
Bessent	30.8	Haile	79.0	Carbur	143.4
Sapp	37.8	Komoka	82.1	Athena	150.3
Ellerbee	41.7	Newberry	84.6	Penland	154.6
Raiford	44.8	Barr's Crossing	89.9	Perry	161.0
Johnstown	49.0	Tyler	93.9		
Lake Butler.....	51.9	Trenton	98.1		

ATLANTIC COAST LINE RAILWAY—Continued.

Lakeland to Fort Myers.

Lakeland	0.0	Torrey	33.7	Fort Ogden.....	72.6
Pauway	4.2	Wauchula	38.1	Cleveland	82.2
Haskell	7.5	Zolfo	42.1	Punta Gorda	86.0
Bartow	13.0	Moffitt	45.6	Acline	90.2
Ice Factory Spur.....	13.8	Buchanan.....	48.4	Gilchrist	99.1
Homeland	19.2	Gardner.....	52.5	Samville	106.8
Fort Meade.....	23.9	Brownsville.....	56.0	Tice	109.8
Jane Jay.....	28.4	Arcadia.....	62.0	Fort Myers.....	114.0
Bowling Green.....	31.7	Nocatee.....	66.0		

Sanford to Trilby.

Sanford	0.0	Fullers	26.6	Varnell	48.0
Sanford Junction.....	0.1	Crown Point.....	27.9	Groveland	49.8
New Upsala	2.3	Brannons	29.0	Mascotte	52.8
Twin Lakes	3.3	Winter Garden.....	30.1	Tuscanooga	56.0
Sylvan Lake.....	4.8	Tildenville	31.7	Mable	59.0
Island Lake.....	7.2	Oakland	32.9	Linden	62.0
Glen Ethel.....	11.2	Killarney	35.0	Tarrytown	63.2
Palm Springs.....	13.8	Cynthiana	38.0	Riverland	67.2
Forest City.....	16.5	Mohawk	40.0	Lacoochee	71.1
Toronto	19.0	Minneola	41.9	Trilby	74.6
Lakeville	21.0	Clermont	43.5		
Clarcona	22.8	Parkers Crossing.....	46.0		

Lakeland to Waycross.

Lakeland	0.0	Ladonia	73.6	Burlington	155.5
Galloway	6.0	Gibara	77.0	Branford	162.5
Kathleen	7.6	Gulf Junction	79.3	O'Brien	168.0
Stokes	11.5	Dunnellon	80.8	McAlpin	174.9
Millards	15.6	Chatmar	83.0	Pinemount	176.6
Lumberton	20.0	Juliette	85.3	Padlock	181.4
Richland	20.8	Romeo	92.5	Live Oak	186.1
Ellerslie	23.0	Morrison	97.6	North Live Oak	187.1
Collins	26.0	Montbrook	100.8	Byrd's Still	188.5
Dade City	27.5	Williston	105.1	Rixsford	190.5
Owensboro	33.0	Raleigh	109.0	Suwannee	193.1
Trilby	34.0	Archer	116.5	Marion	196.8
Rital	38.2	Half Moon	121.9	Jasper	202.2
Croom	43.1	Newberry	126.3	Bakers Mill	206.2
Istachatta	49.1	Lexington	128.7	Tarver, Ga.	214.7
Pineola	52.0	Clark	134.5	Alexanderville, Ga.	217.7
Floral City	56.0	High Springs	139.5	Haylow, Ga.	223.5
Inverness	62.8	Fort White	148.8	Withers, Ga.	225.4
Hernando	68.3	Lake City Junction	151.7	Dupont, Ga.	234.4
Holder	73.0	Hildreth	155.4	Waycross, Ga.	269.3

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High Springs to Burnett's Lake.

High Springs	0.0	Alachua	7.6	Burnett's Lake	9.3
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ATLANTIC COAST LINE RAILWAY—Continued.
Between Dunnellon and Wilcox.

Wilcox Junction.....	0.0	Otter Creek.....	22.7	Dunnellon	51.3
Chiefland	9.4	Lebanon	36.4		

Ocala to Homosassa.

Ocala	0.0	Leroy	14.7	Gulf Junction.....	28.0
Ocala Junction.....	0.9	Rock Springs	18.7	Citronelle	35.0
Martel	9.0	Juliette	22.0	Crystal River.....	40.5
York	12.4	Dunnellon	26.5	Homosassa	49.9

Sanford to Astor.

Sanford	0.0	Ethel	10.3	Eustis	33.3
Sanford Junction.....	0.8	Cassia	12.3	Fort Mason	35.2
New Upsala.....	2.3	Wayland	14.9	Umatilla	39.3
Twin Lakes.....	3.3	Lovejoy's Mill.....	16.3	Altoona	42.4
Sylvan Lake.....	4.8	Sorrento	17.9	Pittman	44.5
Paola	5.3	Mount Dora.....	23.4	Astor	60.0
Markham	7.3	Tavares	28.8		

Sanford to Lake Charm.

Sanford	0.0	Rutledge	5.0	Clifton	12.0
Sanford Junction.....	0.8	Mecca Junction.....	5.6	Oviedo	17.0
Fort Reed.....	3.2	Clydes	7.4	Lake Charm.....	18.4

Leesburg to Fort Mason.

Leesburg	0.0	Lisbon	8.5	Fort Mason	13.8
Orange Bend.....	7.4	Grand Island.....	12.0		

Tavares to Lane Park.

Tavares	0.0	Lane Park.....	3.0		
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Kissimmee to Apopka.

Kissimmee	0.0	Isleworth	18.0	Ocoee	24.5
Shingle Creek.....	4.3	Windemere	18.5	Clarcona	29.3
McLane's	8.7	Gotha	21.1	Apopka	33.1

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Kissimmee to Narcoossee.

Kissimmee	0.0	Carolina	4.5	Runnymede	12.8
Hammock Grove.....	1.0	St. Cloud	9.0	Narcoossee	14.4
Wadleys Crossing.....	3.0	Ashton	10.0		

Lake Alfred to Bartow.

Lake Alfred	0.0	Eagle Lake	9.0	Bartow	16.7
Florence Villa	3.5	Gordonville	12.0		
Winter Haven.....	5.0	Excelsior Park.....	13.2		

ATLANTIC COAST LINE RAILWAY—Continued.

DeLand Junction and DeLand.

DeLand Junction.....	0.0	Stetson	2.1	DeLand	4.0
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Winston to Fort Meade.

Winston	0.0	Kingsford	12.0	Phosphoria	19.9
Medulla	5.8	Achan	13.8	McDowell	20.0
Christina	7.5	Pierce	13.8	Agricola	21.4
Bone Valley Junction.....	8.8	Nichols	15.0	Marquis Mill.....	24.0
Prairie Junction	9.0	Pebbledale	15.4	Tiger Bay.....	25.3
Mulberry	10.8	Green Bay.....	17.2	Ft. Meade.....	28.8

Sanford to Mecca Junction.

Sanford	0.0	Beck Hammock.....	3.5	Palm Villa.....	8.0
Brisson	1.6	Moores	4.4	Mecca	8.8
Sipes	2.2	Cameron City.....	5.6	Mecca Junction.....	9.4
Beardall	2.6	Crippen	6.3		

Thonotosassa Junction to Thonotosassa.

Thonotosassa Junction.....	0.0	Hillsboro	7.0	Thonotosassa	11.0
Harney	5.5	Idlewild Park.....	8.5		

Croom to Brooksville.

Croom	0.0	Brooksville	10.0		
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Proctor to Citra.

Proctor	0.0	Citra	6.1		
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Palatka to Rochelle.

Palatka	0.0	Hollister	11.5	McMeekin	25.3
O. V. Junction.....	1.6	Interlachen	16.6	Hawthorne	30.0
Francis	4.4	Edgar	21.2	Grove Park.....	34.7
Akomi	10.1	Johnson	22.7	Rochelle	38.9

Micanopy Junction to Tacoma.

Micanopy Junction.....	0.0	Micanopy	3.4	Tacoma	8.4
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Lake City to Lake City Junction.

Lake City.....	0.0	Columbia	10.7	Lake City Junction.....	18.7
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Monticello to Thomasville.

Monticello	0.0	Metcalf	14.1	Thomasville, Ga.....	24.1
Fincher	11.6				

River Junction to Climax.

River Junction.....	0.0	Faceville, Ga.....	14.9	Climax, Ga.....	30.3
Recovery	8.8	Fowltown, Ga.....	21.6		

ATLANTIC COAST LINE RAILWAY—Continued.

Haines City to Moore Haven.

Haines City.....	0.0	Avon Park.....	38.5	Hicoria	74.2
Dundee	6.9	Sebring	46.5	Venus	79.9
Lake Wales.....	15.4	Istokpoga	55.6	Palmdale	88.9
Crooked Lake.....	21.3	Stearns	63.4	Moore Haven.....	105.5
Frostproof	27.8	Childs	69.4		

Nichols to Mulberry.

Nichols	0.0	Mulberry	4.0		
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Fanlew to Thomasville.

Fanlew	0.0	Capitola	13.1	Stringer	27.9
Cody	6.4	Wadesboro	17.4	Fincher	31.7
Wimberly	8.6	Miccosukee	24.1	Metcalfe, Ga.....	34.2
El Destino.....	10.3	Copeland	27.9	Thomasville, Ga.....	44.2

Uceta to Palmetto.

Uceta	0.0	Ruskin	19.0	Gillett	31.0
Palm	1.0	Ross	22.0	Palmetto	36.0
Gardenville	9.0	Piney Point.....	27.0		

SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville	0.0	Ogden	64.3	Pinhook	140.0
West Jacksonville.....	2.3	Welborn	70.2	Braswell	141.9
Marietta	6.8	Houston	75.6	Lloyd	146.9
Priceville	9.0	Live Oak	81.0	Steel Creek.....	149.0
White House.....	10.4	Dickert	87.2	Capitola	151.5
Otis	13.4	Falmouth	90.9	Chaires	153.5
Baldwin	18.2	Swann	94.0	Perkins	160.1
Mattox	23.6	Ellaville	94.4	Tallahassee	165.0
Maccleenny	27.1	Lee's	102.0	Ocklocknee	173.6
Glen St. Mary.....	29.5	West Farm	104.4	Lawrences	175.1
Drake	32.5	Madison	109.4	Carsons	176.0
Sanderson	36.4	Champaign	115.6	Midway	177.1
Olustee	46.3	Greenville	123.1	Quincy	189.0
Mt. Carrie.....	50.8	Linwood	127.0	Gretna	194.4
Watertown	56.4	Aucilla	130.6	Mt. Pleasant.....	197.7
Lake City.....	58.8	Drifton	138.0	River Junction	207.6

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Jacksonville to Tampa.

Jacksonville	0.0	Baldwin	18.2	Lawtey	37.2
West Jacksonville.....	2.3	Fiftone	22.4	Horn	39.0
Marietta	6.8	Maxville	25.7	Temple	40.0
Priceville	9.0	Mudge	32.0	Starke	43.9
White House.....	10.4	Highland	32.1	Reynolds	46.0
Halsema	13.0	Mahoney	34.0	Thurston	49.0
Otis	13.4	Leghee	35.0	Hampton	50.2

SEABOARD AIR LINE RAILWAY—Continued.

Jacksonville to Tampa—Continued.

Eddys Spur.....	52.0	Santos	108.6	Crescent	159.0
Navarre	54.0	Pollys Mill.....	110.0	Dade City.....	163.7
Waldo	55.8	Thaggard	112.0	Pasadena	166.7
Maultsby	60.0	Bellevue	112.6	Phelps	170.6
Eighty-Nine	61.0	Greenleaf	114.0	Greer	171.0
Orange Heights.....	60.9	Summerfield	116.8	Zephyrhills	173.1
Campville	64.9	South Lake Weir Junction...	116.8	Bramlett	176.0
Campville Brick Track.....	65.0	Dallas	119.3	Crystal Springs.....	177.0
Goodwins	67.0	Oxford	122.3	Knights	184.4
Rex	68.0	Harris Siding.....	125.0	Plant City.....	188.4
Hawthorne	70.0	McRaneys	126.0	Oliphant	193.2
Lochloosa	76.4	Wildwood	126.9	Sidney	194.9
Island Grove.....	80.0	Monarch	130.0	Sand Brick.....	197.0
Citra	82.5	Hines	131.0	Valrico	198.4
Sparr	88.0	Coleman	131.4	Dickinson	200.0
Anthony	91.3	Warnell	134.0	Brandon	200.2
Spring Park.....	95.0	Panasoffkee	134.9	Limona	201.2
Oak	95.1	Ekal	135.5	Pitts	204.0
Silver Springs Junction.....	97.2	Bushnell	141.5	Yeomans	206.2
Ocala	101.0	St. Catherine	145.4	Fultons Spur.....	208.0
York Spur.....	103.0	Terrell	149.6	Tampa Northern Junction.....	208.9
Orange Avenue	105.0	Lacoochee	155.8	Ybor City.....	209.6
Millers	107.0	Owensboro	158.0	Tampa	210.5

Jacksonville to Savannah.

Jacksonville	0.0	Duval	13.3	Becker	27.6
F. & J. Junction.....	3.6	Tisonia	16.3	Evergreen	30.0
Panama	5.9	Hedges	21.2	Savannah, Ga.....	137.4
Eastport Junction.....	10.0	Yulee	23.4		

Fernandina to Baldwin.

Fernandina	0.0	Callahan	27.2	Inglehome	38.8
O'Neil	6.0	Crawford	31.6	Bryceville	41.0
Lofton	8.5	Italia	19.0	Baldwin	47.2
Yulee	12.1	Dahoma	34.8		
Wilson	14.0	Verdie	37.0		

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Waldo to Cedar Key.

Waldo	0.0	Palmer	24.2	Dutton's Spur	52.0
Millican	3.4	Orchard	26.0	Gulf Hammock.....	53.0
Fingers Mill	5.0	Archer	28.2	Wylly	58.4
Fairbanks	7.0	Camps Spur.....	32.0	Rosewood	60.6
Dowds Spur.....	10.0	Albion	33.5	Dix	61.0
Gainesville	13.8	Meredith	34.4	Sumner	63.0
Millards	16.0	Bronson	37.5	Luckens	68.1
Daysville	17.6	Otelia	40.0	Suskins	69.0
Hammock Ridge.....	18.7	Lennon	43.6	Cedar Keys	70.8
Arrendondo	19.8	Otter Creek.....	49.3		
Kanapaha	21.1	Ellzey	51.0		

SEABOARD AIR LINE RAILWAY—Continued.

Starke to Wannee.

Starke	0.0	LaCrosse	19.4	Central Junction.....	37.3
Pine Island.....	5.0	Getzens	20.2	Neals	41.3
Sampson Junction.....	6.4	Haynesworth	23.4	Williford	46.3
Wainwrights	7.6	A. C. L. Junction.....	25.3	Curtis	49.0
Clayno	10.1	Alachua	26.5	Bell	51.2
Atlantic	12.6	Hodges	29.3	Wannee	56.6
Brooker	14.6	Arno	32.6		
Thomasville	16.4	Buda	35.1		

Buda to Norwillis.

Buda	0.0	Vanes Pen.....	6.0	Williams	9.0
Mutual	2.0	Mersey	7.0	Frankphos	9.0
Thames Junction.....	5.0	Fleetnor	8.0	Norwallis	9.0

Archer to Inverness.

Archer	0.0	Morrison	19.5	Dunnellon	40.8
Eve	4.3	Standard	24.0	S. & H. Junction.....	41.9
Raleigh	6.8	Early Bird.....	26.3	Harrison	47.3
Hodgson	9.0	Eagle Mine.....	29.0	Johnsons	56.0
Cunnells	9.0	Hoyt	31.1	Inverness	58.6
Williston	11.4	Blue Run.....	40.0		
Montbrook	16.0	Blue Run Yard.....	40.0		

Wildwood to Orlando.

Wildwood	0.0	Sadie	14.6	Plymouth	36.8
Orange Home.....	3.1	Eldorado	14.8	Apopka	40.2
Bamboo	5.0	Cunninghams	16.0	Piedmont	43.1
Sprinks	6.6	Tavares	21.0	Toronto	44.5
Whitney	7.4	Ellsworth Junction.....	25.0	Hamilton	45.0
Mill Spur	8.0	Victoria	29.0	Lockhart	46.2
Montclair	9.0	Wallings	30.6	Fairvilla	49.5
Leesburg	11.3	Gainesboro	31.2	Modello Park.....	50.3
Sunnyside	14.0	Zellwood	32.8	Orlando	53.1
Birds	14.0	McDonald	35.1		

Orlando to Lake Charm.

Orlando	0.0	Lakemont	7.0	O. W. & L. Track.....	14.0
Rowena	2.8	Lake Howell.....	9.0	Lawtons Pkg. House.....	15.9
Morse	4.0	Golden Rod.....	10.3	Oveido	15.9
College Station.....	5.1	Bertha	11.0	Lake Charm.....	17.0
Winter Park.....	5.5	Gabriella	12.6		

Morrison to Ackert Spur.

Morrison	0.0	Ackert Spur.....	0.5		
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SEABOARD AIR LINE RAILWAY—Continued.

Oliphant to Venice.

Oliphant	0.0	Ellenton Junction	40.6	Bradentown	45.4
Durant	5.2	Ellenton	41.4	Orange Spur	47.0
Lithia	9.0	Harlee	42.0	Oneco	47.9
Boyette	11.1	Harrison	42.0	Tallavast	50.0
Burnetts Crossing	16.0	Springstead	42.0	Rardins	52.0
Balm	16.6	Palmetto Junction	41.9	Sarasota	54.4
Wimauma	20.2	Palmetto	43.2	Fruitville Junction	58.2
Willow	26.0	Atwood Junction	43.0	Bee Ridge	61.8
Dickey	29.0	Manavista	44.0	Osprey	66.7
Parish	32.0	Terra Ceia Junction	39.0	Laurel	71.8
Erie	36.0	Terra Ceia	43.4	Nokomis	73.1
Vegetable	36.0	Manatee	44.2	Venice	74.5
Barber	40.0	Bradentown Junction	44.4		

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Plant City to Nalaca.

Plant City	0.0	Edeson Junction	13.0	Alturas	35.5
Coronet Junction	2.2	Edeson	13.2	Peace Valley	40.3
Coronet	3.5	Nichols	15.6	Lake Wales	44.5
Trapnell	4.2	Mulberry	19.2	Baynard	50.0
Hopewell	6.4	Ridgewood	22.9	Hilderly	52.6
Alafia	8.5	Bartow	27.2	Walinwa	59.1
Keysville	10.4	Pembroke Junction	28.2	Florinda	63.8
Welcome Junction	10.9	Polk Lake	31.1	Nalaca	67.0
Welcome	13.0	Lake Garfield	32.5		

Edeson Junction to Agricola.

Edeson Junction	0.0	Bradley Junction.....	7.2	Silver City.....	11.7
Stephens Spur	4.6	Maddowell	11.6	Agricola	12.1

Tampa to Brooksville.

Tampa	0.0	Chapman	13.1	Weeks	39.1
Ybor City.....	1.9	Stemper	15.3	Ayers	39.7
T. N. Junction.....	2.2	Lutz	16.3	Powell	43.3
Gary	2.6	Deer Lake.....	17.8	Garrison	45.1
Parker	5.3	Denham	19.3	Salil	47.2
Hardee	5.8	Drexel	22.7	Tooke Lake Junction.....	47.6
Gulf Coast Junction.....	7.6	Fivay Junction	29.2	Brooksville	48.6
Flora	10.1	Greenfield	30.5		
Nowatney	11.1	Loyce	34.0		

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Brooksville to Centralia.

Brooksville	0.0	Norman	8.4	Centralia	17.9
Tooke Lake Junction.....	1.0	Tooke Lake.....	13.4		
Wiscon	6.4	Long Lake.....	14.9		

Tallahassee to St. Marks.

Tallahassee	0.0	Woodville	9.5	Wakulla	15.2
Belair	4.0	Ferrell	10.1	Burns	17.0
Luterloh	6.3	Vareen	12.6	St. Marks	20.7

SEABOARD AIR LINE RAILWAY—Continued.

Tallahassee to Covington.

Tallahassee	0.0	Rose	12.9	Walkers Springs.....	30.0
St. Marks Junction.....	2.9	Cay	19.0	Covington	32.3
Corey	10.4	Wacissa	21.3		
Walton	12.9	Leonton	23.6		

Morriston to Holder.

Morriston	0.0	Eureka Mine	23.0	Syndicate No. 1.....	29.0
Early Bird.....	6.0	Anderson Mine.....	23.0	Section No. 34 Mine.....	29.0
Blue Run Mine.....	20.0	Dunnellon	20.0	Section No. 26 Mine.....	33.0
Ray Mine.....	20.0	River Mine	21.0	Section No. 35 Mine.....	33.0
Dunnellon Mine.....	21.0	Section 20-A Mine.....	26.0	Inverness	38.0
Cullens Mine	21.0	Section 20-B Mine.....	26.0	Southern Mine	38.0
Marion Mine.....	21.0	Section 20-C Mine.....	26.0	Holder No. 1 Mine.....	40.0
Griggs Mine.....	21.0	Syndicate No. 3.....	28.0	Holder No. 2 Mine.....	40.0

Drifton to Monticello.

Drifton	0.0	Monticello	4.1		
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Dunnellon to Inglis.

Dunnellon	0.0	Mahaska	7.0	Station B	11.0
Rockwell	3.0	Station A.....	8.0	Inglis	15.0

Tampa to St. Petersburg.

Tampa	0.0	Tarpon Springs Junction....	15.4	Baskin	38.3
Ybor City.....	1.9	Bridgeport	23.0	Indian Beach Junction.....	38.0
Gary	2.6	Espiritu Santo Springs.....	26.2	Woodrow	39.4
Parker	5.3	Dellwood	26.7	Oakhurst	41.8
Hardee	5.8	Coachman	28.7	Seminole	42.9
Gulf Coast Junction.....	7.6	Clearwater	33.0	Tyrone	46.5
Sulphur Springs.....	8.0	Bellaire	34.3	Davista	48.9
Goldstein	9.7	Largo	36.6	Gulfport	50.9
Lake View.....	11.5	Annona	37.0	St. Petersburg.....	54.5

Tarpon Springs Junction to Tarpon Springs.

Tarpon Springs Junction....	0.0	Cosme	5.0	Kimbrough	15.2
Lynn	1.0	Lake Fern.....	8.6	Lake Villa	18.0
Spivey	1.9	Gulf Pine.....	10.0	Tarpon Springs.....	21.0
Citrus Park.....	2.8	Keystone Colony.....	14.0		

Lake Villa to Port Richey.

Lake Villa.....	0.0	Elfers	4.6	Port Richey.....	7.2
Sans Souci.....	4.0				

SEABOARD AIR LINE RAILWAY—Continued.

Bradentown to Arcadia.

Bradentown	0.0	Verna	21.4	Lacy	39.0
Bradentown Junction.....	1.0	Parmelee	24.5	Pine Level.....	40.6
Manatee	1.3	Myakka City.....	28.5	Tryon	42.4
East Manatee.....	3.2	East Myakka	29.4	Nocatee Junction.....	44.1
Alsace	5.1	Manatee Lumber Co. Siding.	30.2	Belgium	47.0
Adalake	8.6	Edgeville	32.7	C. H. & N. Crossing.....	49.6
Lorraine	12.9	Parkton	35.2	Arcadia	50.3

GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka to Valdosta.

Palatka	0.0	Theresa	32.5	Winfield	80.0
A. C. L. Junction.....	1.0	Hampton	36.4	Suwannee Valley	82.8
Woodburn	7.6	Sampson City.....	42.1	White Springs.....	86.3
Carraway	10.6	New River.....	46.8	Winn	89.7
Baywood	13.0	Lake Butler.....	53.1	Genoa	93.2
Florahome	16.9	Guilford	58.1	Jasper	103.8
Grandin	18.9	Lulu	63.7	Avoca	109.9
Putnam Hall.....	21.5	Jefferson	67.0	Jennings	115.3
Lake Geneva.....	26.1	Watertown	73.3	Melrose, Ga.....	118.8
Brooklyn	28.2	Lake City.....	77.4	Valdosta, Ga.....	134.4

Jacksonville to Macon.

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing.....	3.6	St. George.....	26.9	Valdosta, Ga.....	110.1
Hoyt	5.1	Clarking	31.8	Tifton, Ga.....	156.6
King's Grove.....	7.5	Moniac	38.7	Macon, Ga.....	261.8
Plummer	11.4	Baxter	39.5		
Crawford	17.7	Eddy	45.6		

TAMPA & JACKSONVILLE RAILWAY.

Sampson City.....	0.0	Rocky Point.....	25.7	Hickman	41.5
Graham	4.5	Halles Siding.....	28.3	Southside	42.4
Louise	5.8	Wacahoota	29.3	Dungarvin	43.4
Cyril	7.0	Lisman	30.0	Irvine	45.0
Bellamy	11.5	Clyatts	32.6	Williams Siding.....	46.0
Ellithorpe	16.0	Kirkwood	33.3	Fort Drane.....	46.3
A. C. L. Crossing.....	19.0	Tacoma	34.4	Fairfield	48.0
Gainesville	20.0	Micanopy	36.7	Cara	51.5
S. A. L. Crossing.....	20.3	Tuscawilla	39.2	Melton	52.5
Cannon's	24.5	Simonton	39.9	Emathla	56.0

LIVE OAK, PERRY & GULF RAILROAD.

Live Oak.....	0.0	Mayo Junction.....	20.7	Perry	44.0
S. A. L. Crossing.....	1.0	Day	22.0	Springdale	47.0
Starr	6.5	Silo	25.0	Pershing	48.0
Mercer	8.5	27-Mile Post	27.0	Hampton Springs.....	49.0
Newburn	10.0	Townsend	28.0	Murat Junction.....	54.0
Lancaster	14.0	Smith	33.0	59-Mile Post.....	59.0
Dowling Park.....	17.0	Fenholloway	38.0	Waylonzo	60.0
Chancey	18.0	Blue Creek Junction.....	40.0	Loughridge	64.0

Mayo Branch.

Mayo Junction.....	0.0	Peterson	7.8	Alton	14.3
Dell	4.8	Mayo	12.0		

LOUISVILLE & NASHVILLE RAILROAD.

Pensacola to River Junction.

Pensacola	0.0	Delaco	57.0	Caryville	100.0
Bohemia	6.0	Deerland	59.0	Long Pine.....	104.0
Gull Point.....	7.0	Claroy	61.0	Yette	107.0
Yniestra	8.0	Lobes	62.0	Bonifay	108.0
Escambia	9.0	Mossy Head	66.0	Chipley	117.0
Mulat	13.0	Grandan	71.0	Aycock	123.0
Pace Junction.....	13.0	Bear Head.....	73.0	Cottondale	126.0
Harp	14.0	Danzig	73.0	Simla	128.0
Galt City.....	17.0	Tervin	79.0	Jarl	135.0
Bagdad Junction.....	19.0	Dixons	79.0	Marianna	136.0
Milton	20.0	DeFuniak Springs.....	79.0	Lulaton	138.0
Bayou Siding.....	21.0	Arnait	83.0	Oxton	139.0
Harold	30.0	Argyle	84.0	Roky	141.0
Yabbo	38.0	Summerville	85.0	Criglar	142.0
Holts	39.0	Ponce de Leon.....	91.0	Cypress	146.0
Galliver	41.0	Burnell	93.0	Grand Ridge.....	150.0
Zorid	43.0	Valle	93.0	Inwood	152.0
Milligan	46.0	Yarzo	95.0	Sneads	153.0
Crestview	50.0	Westville	97.0	River Junction.....	161.0

Crestview to Florala.

Crestview	0.0	Campton	10.0	Laurel Hill.....	17.0
Auburn	5.0	Okaloo	13.0	Svea	21.0
Labro	6.0	Pineway	14.0	Florala	27.0
Garden City	7.0	Schulman	15.0		

LOUISVILLE & NASHVILLE—Continued.

Graceville to Esto.

Graceville	0.0	Wynnlum	5.0	Esto	8.0
Eleanor	3.0	Noma	7.0		

Pensacola Division.

Pensacola	0.0	Cottage Hill	16.3	Jacobi	29.0
Goulding	2.4	Quintette	18.7	McDavid	33.2
Brent	3.8	Molino	22.7	Thriffs	35.2
Olive	6.6	Noriagga	23.7	Bluff Springs	38.2
Roberts	11.4	Dolores	24.7	Pringe	40.2
Gonzales	12.4	Barth	25.7	Century	41.5
Cantonment	14.8	Pine Barren	27.0	Flomaton	43.5

Alabama Division.

Graceville	0.0	Noma	6.7	Georgiana, Ala.....	100.1
Eleanor	3.0	High Note.....	11.6	Montgomery, Ala.....	159.4

APALACHICOLA NORTHERN RAILROAD.

River Junction to Port St. Joe.

River Junction.....	0.0	Causey	31.0	Buck's Still.....	66.6
Dolan	7.9	Clio	31.7	Beverly	67.6
Hardaway	8.5	Adrem	33.0	Borrow Pit.....	69.6
Greensboro	12.7	Trump	33.9	Draw Bridge	75.5
Juniper	14.6	Liberty	34.2	Franklin	76.5
Guest	17.1	Deerhunt	37.7	Apalachicola	79.5
Sedalia	17.3	Vilas	39.5	Wye	82.5
Elmira	18.9	South Vilas.....	40.2	Tilton	83.5
Eddy	19.0	Central City.....	42.5	Odena	92.0
Millman	21.6	Wilma	46.0	Nulsen	95.0
Lowrey	23.5	Criglar	48.0	Niles	99.3
Hosford	26.9	Sumatra	56.0	Port St. Joe.....	102.3
Evans	29.3	Coline	60.0		
Telogia	29.5	Fort Gadsden	62.5		

ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.

St. Andrews	0.00	Saunders	27.03	Welchton	58.80
Panama City.....	2.79	Sherman	30.05	Jacobs	60.92
Millville Junction.....	5.06	Fountain	31.19	Campbellton	64.73
Mill Bayou.....	9.46	Betts	34.51	State Line (Siding).....	68.27
Bayou George.....	13.29	Econfina	37.00	Madrid	70.66
Majette	15.07	Compass Lake.....	39.55	Hodgesville	73.68
Galco	17.58	Round Lake	43.93	Keyton	75.90
Cairo	18.27	Alford	46.74	Memphis	78.25
Nixon	20.35	Steele City.....	48.55	Carmichael	80.24
Youngstown	23.33	Cottondale	53.78	Dothan	84.14

GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle	0.0	Raker Mill.....	31.0	Gibson	62.0
Lanark	5.0	Hilliardville	36.0	Havana	67.0
MacIntyre	13.0	Helen	38.0	Hinson	68.0
Curtis Mills.....	16.0	Spring Hill.....	40.0	Jamieson	71.0
Sopchoppy	19.0	S A. L. Junction.....	49.0	Bainbridge, Ga.....	90.0
Ashmore	21.0	Tallahassee	50.0	Arlington, Ga.....	129.0
Millgrove	26.0	Saxon	54.0	Cuthbert, Ga.....	156.0
Arran	29.0	Lake Jackson.....	59.0		

Quincy Branch.

Havana	0.0	Littman	7.0	Quincy	11.0
Florence	5.0	Cory	9.0		

SOUTH GEORGIA RAILWAY

Ga.-Fla. State Line.....	0.00	Spray	10.14	Boyd	33.73
Lovett	1.49	Greenville	13.43	Perry	38.91
Maysland	3.67	Sirmans	22.01	Hampton Springs	44.41
Wilson's Crossing	6.11	Shady Grove	26.67		
Dennett	8.56	Lake Bird	29.29		

(Figures from I. C. C. Valuation Measurements.)

GEORGIA & FLORIDA RAILWAY.

Madison	0.0	Pinetta	10.4	Valdosta, Ga.....	28.0
Hanson	7.3	Olympia, Ga.....	14.6		

CHARLOTTE HARBOR AND NORTHERN RAILWAY.

S. Boca Grande.....	0.0	Arcadia	48.9	Baird	81.2
Boca Grande.....	2.3	Bunker	51.7	Cottman	83.2
Gasparilla	5.3	Kinsey	57.4	Chicora	86.3
Placida	8.0	Limestone	58.9	Bradley Junction.....	89.1
McCall	15.6	Bridges	62.1	Martin Junction.....	93.6
Southland	17.6	Rector	67.1	Pierce	92.3
Murdock	23.5	Ona	66.9	Tiger Bay.....	92.1
Mars	25.5	Vandolah	69.3	Achan	93.8
Platt	33.9	Ft. Green Springs.....	74.7	Ridgewood	98.6
Ft. Ogden	36.9	Ft. Green.....	76.5	South Mulberry	96.7
Hull	39.6	Kalum	78.5	Mulberry	96.9
Nocatee	44.7	Ft. Green Junction.....	80.0		

GULF PORTS TERMINAL RAILWAY CO.

Pensacola	0.0	Millview Junction.....	6.29	Millview	7.29
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GULF PORTS TERMINAL RAILWAY CO.

Millview Junction.....	0.0	Klondyke	6.3	Muscogee	15.3
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TAVARES & GULF.

Tavares	0.0	West Apopka.....	15.0	Tildenville	27.5
Ellsworth Junction.....	3.5	Montverde	18.0	Brayton	28.5
Astatula	7.5	Waits Junction	21.0	Winter Garden.....	29.0
Heatons	10.5	Killarney	24.5	Ocoee	31.4
Bear Spring.....	13.0	Oakland	26.5		

Waits Junction to Clermont.

Waits Junction	0.0	Mohawk	3.0	Clermont	6.0
Crenshaw	1.0	Minneola	4.5		

MARIANNA & BLOUNTSTOWN RAILROAD.

Marianna	0.0	Cox	13.5	Sharpston	35.0
Oak Dale.....	4.9	Altha	15.8	Gaskins Siding.....	40.0
Simsville	7.5	Blountstown	26.7	Scotts Ferry	42.0
Rock Creek.....	9.0	Old Blountstown	29.0		
Sink Creek.....	11.3	Flowers Still.....	31.0		

FLORIDA EAST COAST RAILWAY.

Jacksonville to Key West.

Jacksonville	0.0	Dupont	90.1	Rockledge	174.6
South Jacksonville.....	1.3	Harwood	97.6	Bonaventure	179.4
Bowden	4.6	Volusia	99.0	Bugbee	182.7
Sunbeam	9.4	Tomoka	101.4	Eau Gallie	189.8
Greenland	12.8	Hotel Junction.....	104.0	Sarno	190.7
Bayard	15.2	Ormond Hotels.....	105.3	Melbourne	194.2
Durbin	20.6	Ormond	104.2	Tillman	197.5
Woodland	24.2	Holly Hill.....	107.0	Malabar	199.9
Sampson	27.3	Blake	112.5	Valkaria	203.0
Magnolia Grove.....	31.5	Port Orange.....	114.7	Grant	205.6
Baker Siding.....	34.8	Daytona	109.7	Micco	209.2
St. Augustine	36.7	Spruce Creek.....	119.5	Roseland	212.4
Dean Siding.....	37.3	Turnbull Bay.....	121.3	Sebastian	214.5
Hurds	44.2	New Smyrna.....	124.6	Wabasso	219.3
Elkton	47.1	Hawks Park	127.1	Quay	221.9
Armstrong	49.0	Hucomer	131.2	Gifford	225.5
Holy Branch.....	51.1	Oak Hill.....	136.4	Vero	227.8
Hastings	53.7	Lyrata	143.5	Oslo	231.1
Orange Mills.....	57.4	East Mims.....	150.3	Viking	234.6
East Palatka.....	61.4	Titusville	154.4	St. Lucie.....	238.9
San Mateo Junction.....	62.8	Indian River.....	157.6	Ft. Pierce.....	241.6
Yelvington	66.6	Pritchards	157.7	White City.....	246.3
Roy	68.8	Siwashe	162.6	Eldred	247.2
Dinner Island.....	76.4	Frontenac	165.4	Ankona	249.0
Neoga	81.2	Sharpes	167.4	Walton	252.4
Espanola	82.3	City Point.....	169.3	Eden	254.4
Bunnell	86.6	Cocoa	173.1	Jensen	256.8

FLORIDA EAST COAST RAILWAY—Continued.
Jacksonville to Key West.

Rio	253.8	Hallandale	350.6	Key Largo	417.3
Gosling	260.5	Ojus	353.3	Rock Harbor	424.4
Stuart	261.4	Fulford	354.7	Tavernier	431.0
Salerno	266.5	Arch Creek	357.4	Plantation	434.1
Fruita	268.7	Biscayne	359.0	Quarry	438.6
Gomez	272.2	Little River	360.6	Islamorada	440.1
Hobe Sound	274.7	Lemon City	361.8	Central Supply	440.0
Likely	277.8	Buena Vista	363.2	Indian Key	445.2
Tropic	279.3	Miami	365.6	Crevalo	447.6
Jupiter	283.3	Cocoanut Grove	370.9	Cooks Siding	450.6
Prairie	290.5	Larkin	373.8	Crescent	455.1
Riveria	295.3	Kendal	376.4	Long Key	457.3
West Palm Beach	299.0	Benson	378.6	Toms Harbor	461.7
Royal Poinciana	299.7	Keys	379.5	Grassy	464.4
Breakers	300.3	Rockdale	380.2	vaca	470.9
Lake Worth	306.2	Perrine	381.6	Marathon	474.1
Lantana	308.3	Peters	382.5	Knights Key Dock	476.8
Hypoluxo	309.4	Goulds	385.8	Bahia Honda	485.1
Boynton	312.2	Black Point	386.7	Spanish Harbor	488.7
Delray	316.9	Princeton	387.7	Big Pine	491.9
Yamato	321.0	Naranja	389.4	Ramrod Key	495.8
Boca Ratone	324.5	Modello	391.5	Cudjoo	499.9
Deerfield	327.0	Homestead	393.9	Sugarloaf	502.9
Pompano	333.1	Florida City	395.6	Chase	506.0
Colohatchee	338.3	Wooddall Siding	401.6	Big Cappitt	512.2
Fort Lauderdale	341.2	Everglade	408.3	Stock Island	518.5
Dania	345.9	Jewfish	415.4	Key West	522.0

FLORIDA EAST COAST RAILWAY—Continued.

New Smyrna to Orange City Junction.

New Smyrna	0.0	Indian Spring.....	10.0	Twin Oaks.....	24.4
Glencoe	3.2	Rogers	15.5	Orange City.....	25.5
Bond's New Spur.....	4.6	Bond's Spur.....	17.6	Orange City Junction.....	27.6
Briggsville	8.2	Lake Helen.....	20.7		

Titusville to Enterprise Junction.

Titusville	0.0	Aurantia	9.4	Osteen	29.5
Lagrange	2.1	Maytown	16.8	Garfield	33.8
Mims	4.3	Cow Creek.....	21.2	Enterprise	36.3
Turnbull	7.5	Farmton	23.5	Enterprise Junction.....	40.1
Turnbull Junction.....	8.0	Kalamazoo	27.0		

Jacksonville to Mayport.

Jacksonville	0.0	Center Park	10.7	Atlantic Beach.....	20.3
South Jacksonville.....	1.3	San Pablo	14.6	Manhattan Beach.....	22.6
St. Nicholas.....	2.7	Pablo Beach.....	17.3	Burnside Beach.....	23.0
Springs Glen.....	4.1	Manatee Avenue.....	18.0	East Mayport	23.9
Hogan	6.1	Cashens	19.2	Mayport	25.4

East Palatka to San Mateo.

East Palatka.....	0.0	Howard's Ridge.....	2.6	San Mateo	4.1
San Mateo Junction.....	1.4				

East Palatka to Palatka.

East Palatka.....	0.0	Water Street, Palatka.....	2.1	Palatka Station.....	2.7
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New Smyrna to Okeechobee.

New Smyrna.....	0.0	Pocataw	47.1	Lokosee	99.9
Creighton	9.5	Wewahootee	51.5	Yeehaw	106.1
Maytown	17.6	Salofka	59.1	Osowaw	112.6
St. Johns River.....	23.8	Tohopkee	64.9	Fort Drum.....	118.9
Olacypco	24.1	Holopaw	71.2	Hilolo	122.9
Geneva	28.8	Illahaw	79.8	Efaw	127.7
Chuluota	35.9	Nittaw	84.7	Opal	131.8
Lake Pickett.....	39.4	Kenansville	90.0	Osceola	135.4
Bithlo	42.2	Apoxsee	96.1	Okeechobee	139.1

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FELLSMERE RAILROAD.

Sebastian	0.0	River Bridge.....	4.5	Fellsmere	9.9
Kitching	3.7				

ANDALUSIA, FLORIDA & GULF RAILROAD.

Galliver	0.0	Hilton	10.0	Mountain City.....	20.0
Baker	6.0	Blackman	15.0	Wing	24.0
Givens Junction.....	9.0	Blackman Junction.....	16.0	Falco, Ala.....	25.0

BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

Chipley to South Port.

Chipley	0.0	Macom	16.0	Gothic	27.0
Washington	5.0	Tiller	19.0	Lake Meriel.....	30.0
Everett	8.5	Greenhead	20.5	Vicksburg	34.5
Wausau	11.0	Riverside	22.0	South Port.....	38.0

GULF, FLORIDA AND ALABAMA RAILWAY.

Pensacola	0.0	Cantonment	17.9	Earnestville	34.5
West Pensacola.....	3.7	Muscogee	21.8	McKinnonville	35.9
Goulding Spur	5.7	Gateswood Junction.....	25.2	Buck Eye	41.9
Roberts	13.3	Barrineau Park	28.6	Walnut Hill.....	43.5
Gonzales	15.1	Tenile	31.3	Pine Forest.....	47.3

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MOORE HAVEN & CLEWISTON RAILWAY

Clewiston	0.0	Gunson	4.0		
Clewiston Dock	1.0	Liberty Point	7.0	Benbow	10.0
Waring	2.0	Frierson	8.0	Moore Haven	14.0

RAILROAD STATISTICS—CALENDAR YEAR 1922.

GENERAL BALANCE SHEET—ENTIRE LINE.

ASSETS

LIABILITIES

NAME OF ROAD.	Investment in Road and Equipment	Improvements on Leased Property	Sinking Funds	Deposits in Lieu of Mortgaged Property Sold	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Total Assets	Stock	Long Term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss
Andalusia, Florida & Gulf Ry.	\$ 25,339.64							\$ 2,466.60			\$ 27,806.24	\$ 25,000.00		\$ 14.03		\$ 517.71		\$ 2,274.50
Apalachicola Northern R. R. Co.	2,915,301.10				512.50		50,000.00	102,510.22	106,725.58	11,114.49	3,186,163.89	1,000,000.00	2,022,100.00	1,444,668.92		66,991.79	2,387.77	1,349,984.59
Atlanta & St. Andrews Bay Ry. Co.	1,550,683.07				74,872.32		425.00	37,096.25	154.50	77,583.76	1,740,814.90	300,000.00	850,000.00	117,998.06	495,970.96	80,285.70	310.00	103,749.82
Atlantic Coast Line R. R. Co.	20,759,638.56	72,863.59		5,657.13	1,397,567.94	67,402,787.84	3,301,065.29	37,699,538.96	9,073,864.20	386,689.83	326,939,673.24	73,612,342.50	157,447,830.00	10,125,330.42	5,302,736.88	23,708,484.26	1,302,162.61	55,440,786.57
Birmingham, Columbus & St. Andrews R. R. Co.	27,842.84							2,934.52			30,777.36		18,006.46	23,648.92		7,897.16		18,775.18
Charlotte Harbor & Northern Ry. Co.	3,897,998.56				35,461.17	101,001.00	2,500.00	818,070.69	20,749.84	2,485.94	4,878,267.20	4,000,000.00		233,185.54		233,185.54	*	621,363.20
East and West Coast Ry.	787,396.77							15,346.18		52,084.70	854,827.65	250,000.00	735,733.96	45,261.67	33,415.61	18,739.23	605.28	228,988.10
Fellsmere R. R.							37,500.00	28,640.45	3,837.80	52,901.51	911,901.00	200,000.00	901,149.85	14,229.31		35,109.52	373.19	238,960.87
Florida Central & Gulf Ry.	789,021.24							7,180,723.92	4,395,952.07	1,290,590.52	71,443,041.85	12,500,000.00	37,500,000.00	4,988,175.66	5,489,222.12	2,508,070.21	145,777.63	8,311,796.23
Florida East Coast Ry. Co.	57,272,102.19	2,915.60		7,245.00	177,224.20	457,040.39	659,247.36	531,272.15	19,222,750.43	1,362,641.93	19,222,750.43	8,695,000.00	9,998,500.00	6,493,348.02	600,973.80	497,796.33	11,993.61	7,074,861.33
Georgia & Florida Ry.	16,856,475.51				47,680.20	10,000.00		182,365.83	11,057.17	179,558.96	3,060,218.50	572,000.00	2,113,000.00	1,199,608.30		156,283.47	5,142.95	985,816.22
Georgia, Florida & Alabama Ry. Co.	2,631,742.71				29,188.26	34,305.57		1,483,506.14	1,683.40	206,471.73	14,647,614.00	3,768,000.00	6,360,336.09	1,968,336.46	2,737.65	1,262,901.21	41,008.38	1,244,294.21
Georgia Southern & Florida Ry. Co.	12,813,594.65				47,441.08	77,615.00	17,302.00	5,864.06	15,995.76		405,851.95	1,000,000.00		18,460.58		1,173.74		613,782.37
Gulf Ports Terminal Co.	383,992.13							534,318.59	396,559.03	56,482.59	4,650,697.28	375,200.00	3,686,250.00	208,108.22	296,197.33	18,725.59		66,215.84
Jacksonville Terminal Co.	3,577,945.72				85,391.35			151,136.26	5,065.01		1,655,470.67	600,000.00	794,000.00	26,106.71		85,013.07		150,350.89
Live Oak, Perry & Gulf R. R. Co.	1,478,404.60				20,864.80			53,117,000.14	7,402,774.89	6,002,470.61	440,984,610.14	72,012,116.76	207,981,525.02	16,996,344.20	50,406.35	61,943,300.54	4,019,882.49	77,980,944.78
Louisville & Nashville R. R. Co.	338,951,884.31	1,941,398.28	437,941.21	305,426.68	4,424,125.14	22,567,013.01	5,833,975.87	3,728.95			61,157.80			3,981.62		2,850.94		4,325.24
Madison Southern Ry.	57,428.85							31,223.24		96,816.71	331,013.50	120,000.00	200,000.00	123,630.21		17,103.16		129,719.87
Marianna & Blountstown R. R. Co.	202,973.55							19,211.46			216,847.59	50,000.00	50,000.00	106,821.75		7,793.88		2,231.96
Moore Haven & Clewiston Ry. Co.	197,636.13							72,581.17		44,891.48	138,497.09			114,900.79		100,689.76	2,195.19	79,288.65
Muscle Shoals, Birmingham & Pensacola Ry. Co.	21,024.44																	22,852.86
Ocklawaha Valley R. R. Co.								5,876.18		37,814.79	242,827.77	100,000.00		162,182.05		3,498.58		91,777.23
Pelham & Havana R. R. Co.	199,136.80							7,177.51		3,864.61	1,271,490.72	100,000.00	1,044,000.00	215,099.49		4,168.46		4,408,728.12
Port St. Joe Dock & Terminal Co.	1,117,153.43				138,895.17			15,448,457.32	6,714,404.48	23,793,404.09	254,008,228.88	60,950,800.00	143,947,913.11	16,858,396.76	418,006.03	27,178,468.50	245,916.36	240,653.38
Seaboard Air Line Ry. Co.	197,943,748.09	116,116.56	1,032.04	1,286,608.74	746,918.72	7,644,452.33	313,086.51	115,904.43	130.90	11,864.32	658,891.89	178,000.00	38,000.00	136,481.13		65,757.38		39,318.98
South Georgia Ry. Co.	494,040.12				28,452.12	8,500.00		175,504.29	94,986.86	77,778.55	1,731,506.21	100,464.13	1,310,742.00	87,330.04	122,962.48	139,516.92	10,808.72	534,976.73
St. Johns River Terminal Co.	1,380,144.31				3,092.26			136,935.89	23,748.12	355,220.32	1,697,848.03	250,000.00	1,760,996.03	132,888.46	19,345.93	60,676.21	8,918.16	229,690.33
Tampa & Gulf Coast Ry. Co.	1,179,263.42				680.31			18,729.42			1,191,457.12	604,900.00	550,086.73	246,443.54		19,717.18		782,040.25
Tampa & Jacksonville Ry. Co.	1,172,571.66							120,650.13	28,195.11	119,295.14	2,242,705.73	750,000.00	1,959,164.17	228,790.43		76,917.02	9,875.76	26,226.03
Tampa Northern R. R. Co.	1,960,394.93							33,750.07	2,375.00	10,503.64	303,579.00	30,000.00	240,000.00	7,320.97		32.00		901,852.22
Tampa Union Station Co.	256,950.29							15,173.88	279.25	498.15	628,607.15	250,000.00	299,000.00	974,833.50		6,625.87		
Tavares & Gulf R. R. Co.	612,655.87																	
Total	\$858,354,485.49	\$ 2,133,294.03	\$ 438,973.25	\$ 1,607,337.55	\$ 7,250,537.99	\$ 98,316,715.64	\$ 10,219,202.03	\$118,098,294.90	\$ 28,708,054.51	\$ 34,238,249.42	\$1,159,365,144.81	\$242,443,823.39	\$581,808,333.42	\$ 63,092,458.68	\$ 12,831,975.14	\$118,597,381.53	\$ 5,807,416.10	\$135,073,756.25

†Not reported.

*Credit.

†Debit.



STATISTICS

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922.
INCOME ACCOUNT, ENTIRE LINE.

NAME OF ROAD	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Uncollectable Railway Revenues	Net Revenue Carried to P. L. Account
Andalusia, Florida & Gulf Ry.....	\$ 37,617.87	\$ 24,383.21	\$ * 13,234.66	\$ 2,699.80	\$	\$ * 10,534.86
Apalachicola Northern R. R. Co.....	298,692.84	202,831.55	* 95,861.29	19,450.75	355.53	* 76,375.01
Atlanta & St. Andrews Bay Ry. Co.....	271,021.10	201,774.00	* 69,247.10	20,807.27	342.64	* 48,097.19
Atlantic Coast Line R. R. Co.....	70,823,344.82	52,033,448.02	* 18,789,896.80	4,275,000.00	81,873.00	* 14,433,023.80
Birmingham, Columbus & St. Andrews R. R. Co..	38,018.07	26,310.41	* 11,707.66	3,545.40	.....	* 8,162.26
Charlotte Harbor & Northern Ry. Co.....	627,687.01	379,178.86	* 248,508.15	71,246.24	485.67	* 176,776.24
East & West Coast Ry.....	95,287.34	84,226.41	* 11,060.93	8,565.94	.....	* 2,494.99
Fellsmere R. R.....	4,333.60	5,561.23	† 1,227.63	3,040.64	.....	† 4,268.27
Florida Central & Gulf Ry.....	46,746.43	79,952.85	† 33,206.42	9,699.15	.....	† 42,905.57
Florida East Coast Ry. Co.....	13,427,624.78	9,431,824.81	* 3,995,799.97	769,373.81	6,084.76	* 3,220,341.40
Georgia & Florida Ry.....	1,362,045.65	1,116,181.57	* 245,864.08	74,982.97	1,015.81	* 169,865.30
Georgia, Florida & Alabama Ry. Co.....	739,515.37	474,698.12	* 264,817.25	45,725.21	1,425.76	* 217,666.28
Georgia Southern & Florida Ry. Co.....	4,518,016.35	3,744,210.58	* 773,805.77	192,712.09	12,814.52	* 568,279.16
Gulf Ports Terminal Co.....	52,915.49	32,027.34	* 20,888.15	7,643.61	.....	* 13,244.54
Jacksonville Terminal Co.....	118,376.36	707,572.29	† 589,195.93	88,484.68	.....	† 677,680.61
Live Oak, Perry & Gulf R. R. Co.....	331,207.78	227,852.89	* 103,354.89	27,706.39	1.55	* 75,046.95
Louisville & Nashville R. R. Co.....	121,140,206.64	99,600,024.89	* 21,540,181.75	4,886,148.76	13,700.19	* 16,840,332.80
Madison Southern Ry. Co.....	5,054.86	3,122.47	* 1,932.39	1,206.53	.....	* 725.86
Marianna & Blountstown R. R. Co.....	62,243.20	43,672.86	* 18,570.34	4,800.00	.....	* 13,770.34
Moore Haven & Clearwater Ry. Co.....	56,554.56	32,615.24	* 23,939.32	2,974.97	.....	* 20,964.35
Muscle Shoals, Birmingham & Pensacola.....	296,250.12	307,722.53	† 11,472.41	18,319.11	5.92	† 29,797.44
Ocklawaha Valley R. R. Co.....	70,230.29	47,522.07	* 22,708.22	7,140.60	.....	* 15,567.62
Pelham & Havana R. R. Co.....	32,489.21	24,058.08	* 8,431.13	2,174.00	.....	* 6,257.13
Port St. Joe Dock & Terminal Co.....	5,047.24	9,165.79	† 4,118.55	785.34	.....	† 4,903.89
Seaboard Air Line Ry. Co.....	45,679,048.19	36,222,884.20	* 9,456,163.99	2,124,235.32	3,776.11	* 7,328,152.56
South Georgia Ry. Co.....	290,096.05	184,999.12	* 105,096.93	24,318.21	.....	* 80,778.72
St. Johns River Terminal Co.....	105,484.02	394,347.97	† 288,863.95	54,061.00	.....	† 342,924.95
Tampa & Gulf Coast Ry. Co.....	397,908.77	378,130.07	* 19,778.70	18,272.23	171.47	* 1,335.00
Tampa & Jacksonville Ry. Co.....	131,948.17	83,802.21	* 48,145.96	9,263.91	.....	* 38,882.05
Tampa Northern R. R. Co.....	169,960.89	156,813.11	* 13,147.78	26,233.26	16.62	† 13,102.10
Tampa Union Station Co.....	5,224.77	53,414.54	† 48,189.77	7,400.24	.....	† 55,590.01
Tavares & Gulf R. R. Co.....	76,960.28	71,491.63	* 5,468.65	5,441.00	.....	* 27.65
Totals	\$261,317,158.12	\$206,385,820.92	\$ 54,931,337.20	\$12,613,458.43	\$ 121,749.55	\$*42,196,129.22

*Credit.
†Debit.

**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922.
PROFIT AND LOSS ACCOUNT, ENTIRE LINE.**

NAME OF ROAD	Balance at Beginning of Year	Railway Operating Income Current Year	Net Miscellaneous Debits or Credits to Railway Income	Current Balance to Profit & Loss Account	Miscellaneous Debits or Credits to P. L. Account	Balance at Close of Year 1922
Andalusia, Florida & Gulf Ry.....	\$† 3,684.84	\$ 10,534.86	\$† 4,575.52	\$ 5,959.34	\$	\$ 2,274.50
Apalachicola Northern R. R. Co.....	† 1,344,700.82	76,375.01	† 81,658.22	† 5,283.21	† .56	† 1,349,984.59
Atlanta & St. Andrews Bay Ry. Co.....	† 225,370.37	48,097.19	73,501.06	121,598.25	22.30	† 103,749.82
Atlantic Coast Line R. R. Co.....	48,704,648.25	14,433,023.80	† 2,994,951.13	11,438,072.67	† 4,701,934.35	55,440,786.57
B'ham, Columbus & St. Andrews R. R. Co.	† 19,906.68	8,162.26	† 7,030.76	1,131.50	.....	† 18,775.18
Charlotte Harbor & Northern Ry. Co.....	438,842.02	176,776.24	5,369.13	182,145.37	375.81	621,363.20
East & West Coast Ry.....	† 207,430.23	2,404.99	† 31,285.23	† 28,790.24	7,232.37	† 228,988.10
Fellsmere R. R.	c .....	.....	.....	.....	.....	.....
Florida Central & Gulf Ry.....	† 145,628.75	† 42,905.57	† 21,983.78	† 64,880.35	† 28,442.77	† 238,960.87
Florida East Coast Ry. Co.....	6,330,955.30	3,220,341.40	† 1,228,469.48	1,991,871.92	† 11,030.99	8,311,796.23
Georgia & Florida Ry.....	† 6,391,378.57	169,865.30	† 853,913.82	† 684,048.52	565.76	† 7,074,861.33
Georgia, Florida & Alabama Ry. Co.....	† 1,154,997.61	217,666.28	† 173,409.44	44,166.84	125,014.55	† 985,816.22
Georgia Southern & Florida Ry. Co.....	1,214,979.61	568,279.16	† 450,200.83	118,078.33	† 88,763.73	1,244,294.21
Gulf Ports Terminal Co.....	† 8,815.06	13,244.54	† 1,854.61	11,389.93	† 636,569.19	† 633,994.32
Jacksonville Terminal Co.....	B .....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf R. R. Co.....	112,862.18	75,646.95	† 22,701.06	52,945.89	† 15,457.18	150,350.89
Louisville & Nashville R. R. Co.....	73,841,560.12	16,840,332.80	† 7,333,470.02	9,506,862.78	† 5,367,478.12	77,980,944.78
Madison Southern Ry. Co.....	4,918.51	725.86	† 1,319.13	† 593.27	.....	4,325.24
Marianna & Blountstown R. R. Co.....	† 115,855.99	13,770.34	† 27,634.22	† 13,863.88	.....	† 129,719.87
Moore Haven & Clewiston Ry. Co.....	*	20,964.25	† 18,732.39	2,231.96	.....	2,231.96
Muscle Shoals, B'ham & Pensacola Ry. Co.	.....	† 29,797.44	† 44,865.76	† 74,663.20	† 4,625.45	† 79,288.65
Ocklawaha Valley R. R. Co.....	*	15,567.62	6,338.78	21,906.40	.....	21,906.40
Pelham & Havana R. R. Co.....	† 24,105.15	6,257.13	† 3,788.17	2,468.96	† 1,216.67	† 22,852.86
Port St. Joe Dock & Terminal Co.....	† 73,525.26	† 4,903.89	† 7,110.97	† 12,014.86	† 6,237.11	† 91,777.23
Seaboard Air Line Ry. Co.....	5,763,507.88	7,328,152.56	† 8,486,382.64	† 1,158,230.08	† 196,549.68	4,408,728.12
South Georgia Ry. Co.....	226,092.13	80,778.72	† 69,491.40	11,287.23	3,274.02	240,653.38
St. Johns River Terminal Co.....	B .....	.....	.....	.....	.....	.....
Tampa & Gulf Coast Ry. Co.....	† 515,567.84	1,335.00	† 44,074.49	† 42,739.49	23,330.60	† 534,976.73
Tampa, & Jacksonville Ry. Co.....	† 233,891.19	38,882.05	† 37,115.61	1,766.44	2,434.42	† 229,690.33
Tampa Northern R. R. Co.....	† 795,573.51	† 13,102.10	† 3,437.67	† 16,539.77	30,073.03	† 782,040.25
Tampa Union Station Co.....	B .....	.....	.....	.....	.....	.....
Tavares & Gulf R. R. Co.....	† 847,461.56	27.65	† 54,317.95	† 54,290.30	.....	† 901,751.86
Totals	\$ 124,530,472.57	\$ 43,276,593.06	\$† 21,918,655.42	\$ 21,357,937.64	\$† 10,865,982.94	\$ 135,622,427.27

cNot reported.

BNot applicable.

*Statistics not given except for current year.

†Debit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922.
OPERATING REVENUE—ENTIRE LINE.

NAME OF ROAD.	Freight	Passenger	Excess Baggage	Mail
Andalusia, Florida & Gulf Ry.....	\$ 34,523.99	\$ 1,125.64	\$.30	\$ 1,668.30
Apalachicola Northern R. R. Co.....	220,937.19	41,489.87	213.16	9,026.40
Atlanta & St. Andrews Bay Ry. Co.....	167,242.53	71,091.83	516.24	10,894.31
Atlantic Coast Line R. R. Co.....	48,857,557.94	15,871,367.42	132,594.40	1,382,955.55
Birmingham, Columbus & St. Andrews R. R. Co.....	29,999.63	5,409.25	.90	2,375.04
Charlotte Harbor & Northern Ry. Co.....	500,510.26	31,022.02	296.22	8,174.49
East & West Coast Ry.....	79,264.02	11,059.02	61.14	3,290.70
Fellsmere R. R.....	2,635.68	625.56		801.24
Florida Central & Gulf Ry.....	45,775.06	144.38		
Florida East Coast Ry. Co.....	7,998,757.04	3,771,811.64	38,351.69	350,533.41
Georgia & Florida Ry.....	1,098,882.40	169,505.57	539.30	33,512.70
Georgia, Florida & Alabama Ry. Co.....	578,008.37	107,974.14	704.20	17,896.35
Georgia Southern & Florida Ry. Co.....	2,912,376.16	1,236,824.51	5,970.85	167,530.73
Gulf Ports Terminal Co.....	52,148.18	302.06		
Jacksonville Terminal Co.....				
Live Oak, Perry & Gulf R. R. Co.....	268,891.52	43,915.79	294.35	5,602.84
Louisville & Nashville R. R. Co.....	90,649,901.22	22,794,889.11	202,416.68	1,943,120.56
Madison Southern Ry. Co.....	4,520.46	.40		
Marianna & Blountstown R. R. Co.....	55,694.89	3,566.69	26.47	2,658.72
Moore Haven & Clewiston Ry. Co.....	48,817.99	6,469.07		882.85
Muscle Shoals, Birmingham & Pensacola R. R. Co.....	235,750.93	12,885.43	16.10	6,507.41
Ocklawaha Valley R. R. Co.....	61,555.47	3,284.80		3,305.89
Pelham & Havana R. R. Co.....	28,094.22	588.38		1,581.25
Port St. Joe Dock & Terminal Co.....	3,809.36			
Seaboard Air Line Ry. Co.....	31,998,052.10	8,936,216.53	61,542.89	1,109,555.04
South Georgia Ry. Co.....	233,572.20	39,779.67	91.75	8,530.17
St. Johns River Terminal Co.....				
Tampa & Gulf Coast Ry. Co.....	299,010.63	81,415.62	976.66	4,366.36
Tampa & Jacksonville Ry. Co.....	122,166.42	6,274.20		1,250.00
Tampa Northern Ry. Co.....	108,787.48	12,740.57	21.06	2,761.66
Tampa Union Station Co.....				
Tavares & Gulf R. R. Co.....	65,776.38	314.65		1,612.32
Totals	\$186,763,019.72	\$ 53,262,093.82	\$ 444,634.36	\$ 5,080,394.29

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922.
OPERATING REVENUE—ENTIRE LINE—(Continued.)

NAME OF ROAD.	Express	Switching	All Other	Total Revenue
Andalusia, Florida & Gulf Ry.....	\$	\$	\$ 299.64	\$ 37,617.87
Apalachicola Northern R. R. Co.....	11,241.02	116.00	15,669.20	298,692.84
Atlanta & St. Andrews Bay Ry. Co.....	14,457.97	620.25	6,197.97	271,021.10
Atlantic Coast Line R. R. Co.....	2,581,626.23	383,878.08	1,613,365.20	70,823,344.82
Birmingham, Columbus & St. Andrews R. R. Co.....	153.75	79.50	38,118.07	
Charlotte Harbor & Northern Ry. Co.....	8,574.92	1,543.36	77,565.74	627,687.01
East & West Coast Ry.....	* 91.24	9.50	1,694.20	95,287.34
Fellsmere R. R.....	.....	.....	271.12	43,336.60
Florida Central & Gulf Ry.....	344.99	360.00	122.00	46,746.43
Florida East Coast Ry. Co.....	597,565.21	91,635.36	578,970.43	13,427,624.78
Georgia & Florida Ry.....	19,469.93	4,865.85	35,269.90	1,362,045.65
Georgia, Florida & Alabama Ry. Co.....	21,424.22	897.90	12,610.19	739,515.37
Georgia Southern & Florida Ry. Co.....	36,025.52	10,722.29	148,566.29	4,518,016.35
Gulf Ports Terminal Co.....	.....	391.50	73.75	52,915.49
Jacksonville Terminal Co.....	.....	.....	118,376.36	118,376.36
Live Oak, Perry & Gulf R. R. Co.....	6,356.77	1,175.17	4,971.34	331,207.78
Louisville & Nashville R. R. Co.....	2,895,496.97	658,459.25	1,995,922.85	121,140,206.64
Madison Southern Ry. Co.....	.....	105.00	429.00	5,054.86
Marianna & Blountstown R. R. Co.....	.....	.....	296.43	62,243.20
Moore Haven & Clewiston Ry. Co.....	.....	.....	384.65	56,554.56
Muscle Shoals, Birmingham & Pensacola R. R. Co.....	1,122.10	17,339.40	22,628.75	296,250.12
Ocklawaha Valley R. R. Co.....	791.95	.....	1,292.18	70,230.29
Pelham & Havana R. R. Co.....	.....	143.36	2,082.00	32,489.21
Port St. Joe Dock & Terminal Co.....	.....	30.00	1,207.88	5,047.24
Seaboard Air Line Ry. Co.....	2,045,574.54	317,202.99	1,210,904.10	45,679,048.19
South Georgia Ry. Co.....	1,507.32	1,945.55	4,669.39	290,096.05
St. Johns River Terminal Co.....	.....	96,685.56	9,535.71	106,221.27
Tampa & Gulf Coast Ry. Co.....	4,532.36	749.48	6,857.66	397,908.77
Tampa & Jacksonville Ry. Co.....	634.12	985.75	637.68	131,948.17
Tampa Northern Ry. Co.....	2,130.84	37,609.18	5,910.10	169,960.89
Tampa Union Station Co.....	.....	.....	5,224.77	5,224.77
Tavares & Gulf R. R. Co.....	706.93	.....	8,550.00	76,960.28
Totals	\$ 8,249,492.67	\$ 1,627,624.53	\$ 5,890,635.98	\$ 261,317,895.37

*Credit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922—(Continued.)
OPERATING EXPENSES—ENTIRE LINE.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses.
Andalusia, Florida & Gulf Ry.....	\$ 8,401.86	\$ 5,817.81	\$ 919.09	\$ 8,849.55
Apalachicola Northern R. R. Co.....	45,567.11	49,443.10	6,245.35	77,369.88
Atlanta & St. Andrews Bay Ry. Co.....	45,052.76	47,150.71	8,631.49	82,807.61
Atlantic Coast Line R. R. Co.....	8,434,956.13	14,297,180.55	1,276,123.35	26,018,260.29
Birmingham, Columbus & St. Andrews R. R. Co.....	9,161.09	4,659.39	344.85	10,026.38
Charlotte Harbor & Northern Ry. Co.....	107,771.23	98,409.65	12,198.98	144,640.49
East & West Coast Ry.....	39,791.22	6,066.04	1,146.81	31,597.80
Fellsmere R. R.....	387.48	855.05	.....	4,162.29
Florida Central & Gulf Ry.....	22,318.21	25,637.90	692.14	26,254.69
Florida East Coast Ry. Co.....	2,163,517.87	2,468,413.95	161,658.51	4,200,801.47
Georgia & Florida Ry.....	203,696.06	197,556.14	97,986.27	535,988.54
Georgia, Florida & Alabama Ry. Co.....	89,986.18	70,042.19	19,512.38	240,086.46
Georgia Southern & Florida Ry. Co.....	741,174.34	791,275.83	103,837.64	1,928,030.93
Gulf Ports Terminal Co.....	11,428.54	2,164.50	.....	11,927.66
Jacksonville Terminal Co.....	107,834.63	48,811.99	.....	471,335.43
Live Oak, Perry & Gulf R. R. Co.....	68,397.23	49,096.59	5,503.76	87,039.18
Louisville & Nashville R. R. Co.....	16,873,493.05	30,018,531.35	2,539,232.17	46,926,651.90
Madison Southern Ry. Co.....	182.15	1,000.30	81.05	802.94
Marianna & Blountstown R. R. Co.....	10,886.81	8,951.54	808.70	16,339.53
Moore Haven & Clewiston Ry. Co.....	7,317.90	3,043.05	861.32	17,225.04
Muscle Shoals, Birmingham & Pensacola Ry. Co.....	87,620.05	49,115.05	11,089.20	137,332.80
Ocklawaha Valley R. R. Co.....	11,385.17	9,323.95	.....	16,819.44
Pelham & Havana R. R. Co.....	7,408.38	2,719.75	602.69	11,758.41
Port St. Joe Dock & Terminal Co.....	8,104.25	.....	.....	86.35
Seaboard Air Line Ry. Co.....	5,358,092.09	8,424,972.97	1,478,276.73	18,667,038.88
South Georgia Ry. Co.....	33,746.59	30,849.43	5,462.07	87,133.50
St. Johns River Terminal Co.....	58,889.26	46,739.40	.....	284,578.19
Tampa & Gulf Coast Ry. Co.....	75,738.82	82,656.44	6,304.38	231,541.18
Tampa & Jacksonville Ry. Co.....	29,681.51	10,885.82	3,775.24	29,834.37
Tampa Northern R. R. Co.....	38,315.80	36,578.11	2,685.48	66,484.88
Tampa Union Station Co.....	10,345.93	.....	.....	41,026.29
Tavares & Gulf R. R. Co.....	25,494.23	11,963.08	2,019.83	28,551.71
Totals	\$ 34,736,143.93	\$ 56,859,911.63	\$ 5,746,999.48	\$ 100,442,784.04

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922—(Continued.)
OPERATING EXPENSES—ENTIRE LINE.

NAME OF ROAD.	Miscellaneous Operations	General Expenses	Transportation for Investment	Total Operating Expenses
Andalusia, Florida & Gulf Ry.	\$	894.90	\$	24,383.21
Apalachicola Northern R. R. Co.	24,206.11	24,206.11	.....	202,831.55
Atlanta & St. Andrews Bay Ry. Co. ....	.....	17,191.87	* 60.44	201,774.00
Atlantic Coast Line R. R. Co.	367,960.66	1,649,687.04	* 10,720.00	52,033,448.02
Birmingham, Columbus & St. Andrews R. R. Co. ....	.....	2,118.72	.....	26,310.41
Charlotte Harbor & Northern Ry. Co. ....	.....	16,158.51	.....	379,178.86
East & West Coast Ry. ....	.....	5,624.54	.....	84,226.41
Fellsmere R. R. ....	.....	156.41	.....	5,561.23
Florida Central & Gulf Ry. ....	.....	5,049.91	.....	79,952.85
Florida East Coast Ry. Co.	134,682.42	337,328.30	* 34,577.71	9,431,824.81
Georgia & Florida Ry.	2,574.26	78,380.30	.....	1,116,181.57
Georgia, Florida & Alabama Ry. Co. ....	.....	48,164.32	† 102.99	468,794.52
Georgia Southern & Florida Ry. Co.	33,483.71	146,408.13	.....	3,744,210.58
Gulf Ports Terminal Co. ....	.....	7,355.64	.....	32,876.34
Jacksonville Terminal Co. ....	.....	79,590.24	.....	707,572.29
Live Oak, Perry & Gulf R. R. Co. ....	.....	17,888.78	* 72.65	227,852.89
Louisville & Nashville R. R. Co.	632,373.33	2,711,768.92	* 102,025.83	99,600,024.89
Madison Southern Ry. Co. ....	.....	1,056.03	.....	3,122.47
Marianna & Blountstown R. R. Co. ....	.....	6,686.28	.....	43,672.86
Moore Haven & Clewiston Ry. Co. ....	.....	4,167.93	.....	32,615.24
Muscle Shoals, Birmingham & Pensacola Ry. Co. ....	.....	22,565.43	.....	307,722.53
Ocklawaha Valley R. R. Co. ....	.....	9,993.51	.....	47,522.07
Pelham & Havana R. R. Co. ....	.....	1,568.85	.....	24,058.08
Port St. Joe Dock & Terminal Co. ....	.....	975.19	.....	9,165.79
Seaboard Air Line Ry. Co.	378,041.30	1,945,711.19	* 29,248.96	36,222,884.20
South Georgia Ry. Co. ....	.....	27,807.53	.....	184,999.12
St. Johns River Terminal Co. ....	.....	4,141.12	.....	394,347.97
Tampa & Gulf Coast Ry. Co. ....	.....	22,157.37	* 268.12	378,130.07
Tampa & Jacksonville Ry. Co. ....	.....	9,625.27	.....	83,802.21
Tampa Northern R. R. Co. ....	.....	12,748.84	.....	156,813.11
Tampa Union Station Co. ....	.....	2,042.32	.....	53,414.54
Tavares & Gulf R. R. Co. ....	.....	3,462.78	.....	71,491.63
Totals	\$ 1,549,115.68	\$ 7,222,682.28	\$* 176,870.72	\$ 206,380,766.32

*Credit.

†Debit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922.
OPERATING REVENUES—STATE OF FLORIDA.

NAME OF ROAD.	Freight	Passenger	Excess Baggage	Mall
Andalusia, Florida & Gulf Ry.....	\$ 27,619.19	\$ 900.51	\$.24	\$ 1,334.64
Apalachicola Northern R. R. Co.....	220,937.19	41,489.87	213.16	9,026.40
Atlanta & St. Andrews Bay Ry. Co.....	133,794.02	56,873.46	412.99	8,715.45
Atlantic Coast Line R. R. Co.....	11,959,891.14	3,847,407.42	32,018.41	359,507.27
Birmingham, Columbus & St. Andrews R. R. Co.....	29,999.63	5,409.25	.90	2,375.04
Charlotte Harbor & Northern Ry. Co.....	500,510.26	31,022.02	296.22	8,174.49
East & West Coast Ry.....	79,264.02	11,059.02	61.14	3,290.70
Fellsmere R. R.....	2,635.68	625.56	.....	801.24
Florida Central & Gulf Ry.....	45,775.06	144.38	344.99	.....
Florida East Coast Ry. Co.....	7,998,757.04	3,771,811.64	38,351.69	350,533.41
Georgia & Florida Ry.....	13,995.78	1,887.49	10.69	1,078.23
Georgia, Florida & Alabama Ry. Co.....	141,794.27	43,058.48	278.18	8,330.60
Georgia Southern & Florida Ry. Co.....	560,049.94	237,841.35	1,148.19	32,216.16
Gulf Ports Terminal Co.....	52,148.18	302.06	.....	.....
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf R. R. Co.....	268,891.52	43,915.79	294.35	5,602.84
Louisville & Nashville R. R. Co.....	1,217,432.62	621,691.88	5,585.90	42,063.32
Madison Southern Ry. Co.....	4,520.46	.40	.....	.....
Marianna & Blountstown R. R. Co.....	55,694.89	3,566.69	26.47	2,658.72
Moore Haven & Clewiston Ry. Co.....	48,817.99	6,469.07	.....	882.85
Muscle Shoals, Birmingham & Pensacola Ry. Co.....	69,439.94	2,965.18	4.99	2,017.31
Ocklawaha Valley R. R. Co.....	61,555.47	3,284.80	.....	3,305.89
Pelham & Havana R. R. Co.....	2,809.42	58.83	.....	158.12
Port St. Joe Dock & Terminal Co.....	3,809.36	.....	.....	.....
Seaboard Air Line Ry. Co.....	5,995,422.82	1,948,792.94	17,880.07	163,325.89
South Georgia Ry. Co.....	144,145.24	33,644.12	47.71	4,435.64
St. Johns River Terminal Co.....	.....	.....	.....	.....
Tampa & Gulf Coast Ry. Co.....	299,010.63	81,415.62	976.66	4,366.36
Tampa & Jacksonville Ry. Co.....	122,166.42	6,274.20	.....	1,250.00
Tampa Northern R. R. Co.....	108,787.48	12,740.57	21.06	2,761.66
Tampa Union Station Co.....	.....	.....	.....	.....
Tavares & Gulf R. R. Co.....	65,776.38	314.65	.....	1,612.32
Totals	\$ 30,235,452.04	\$ 10,814,967.25	\$ 97,974.01	\$ 1,019,824.55

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922.
OPERATING REVENUE—STATE OF FLORIDA.—(Continued.)

NAME OF ROAD.	Express	Switching	All Other	Total Revenue
Andalusia, Florida & Gulf Ry.....	\$	\$	\$ 239.71	\$ 30,094.29
Apalachicola Northern R. R. Co.....	11,241.02	116.00	15,669.20	298,692.84
Atlanta & St. Andrews Bay Ry. Co.....	11,566.38	607.75	5,695.08	217,665.13
Atlantic Coast Line R. R. Co.....	962,164.07	88,207.99	602,192.18	17,851,388.48
Birmingham, Columbus & St. Andrews R. R. Co.....	153.75	79.50	38,018.07	
Charlotte Harbor & Northern Ry. Co.....	8,574.92	1,543.36	77,565.74	627,687.01
East & West Coast Ry.....	† 91.24	9.50	1,694.20	95,287.34
Fellsmere R. R.....	.....	.....	271.12	4,333.60
Florida Central & Gulf Ry.....	.....	360.00	122.00	46,746.43
Florida East Coast Ry. Co.....	597,565.21	91,635.36	578,970.43	13,427,624.78
Georgia & Florida Ry.....	628.83	445.37	128.86	18,175.25
Georgia, Florida & Alabama Ry. Co.....	8,364.09	92.25	8,584.16	210,502.03
Georgia Southern & Florida Ry. Co.....	6,927.71	2,061.90	28,569.34	868,814.59
Gulf Ports Terminal Co.....	.....	391.50	73.75	52,915.49
Jacksonville Terminal Co.....	.....	.....	118,376.36	118,376.36
Live Oak, Perry & Gulf R. R. Co.....	6,356.77	1,175.17	4,971.34	331,207.78
Louisville & Nashville R. R. Co.....	77,854.86	17,932.25	186,236.88	2,168,797.71
Madison Southern Ry. Co.....	.....	105.00	429.00	5,054.86
Marianna & Blountstown R. R. Co.....	.....	.....	296.43	62,243.20
Moore Haven & Clewiston Ry. Co.....	.....	.....	384.65	56,554.56
Muscle Shoals, Birmingham & Pensacola Ry. Co.....	347.85	5,375.21	7,014.12	87,164.60
Ocklawaha Valley R. R. Co.....	791.95	.....	1,292.18	70,230.29
Pelham & Havana R. R. Co.....	.....	14.33	208.20	3,248.90
Port St. Joe Dock & Terminal Co.....	.....	30.00	1,207.88	5,047.24
Seaboard Air Line Ry. Co.....	580,682.87	89,473.98	399,160.41	9,194,738.98
South Georgia Ry. Co.....	782.94	1,011.63	2,428.02	186,495.30
St. Johns River Terminal Co.....	.....	96,685.56	8,798.46	105,484.02
Tampa & Gulf Coast Ry. Co.....	4,532.36	749.48	6,857.66	397,908.77
Tampa & Jacksonville Ry. Co.....	634.12	985.75	637.68	131,948.17
Tampa Northern R. R. Co.....	2,130.84	37,609.18	5,910.10	169,960.89
Tampa Union Station Co.....	.....	.....	5,224.77	5,224.77
Tavares & Gulf R. R. Co.....	706.93	.....	8,550.00	76,960.28
Totals	\$ 2,281,762.48	\$ 436,772.27	\$ 2,077,839.41	\$ 46,964,592.01

†Deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922—(Continued).
OPERATING EXPENSES—STATE OF FLORIDA.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses.
✓ Andalusia, Florida & Gulf Ry.....	\$ 6,721.48	\$ 4,654.25	\$ 735.27	\$ 4,592.57
✓ Apalachicola Northern R. R. Co.....	45,567.11	49,443.10	6,245.35	77,369.88
✓ Atlanta & St. Andrews Bay Ry. Co.....	36,042.21	37,720.55	7,705.19	66,246.09
Atlantic Coast Line R. R. Co.....	2,126,074.56	3,603,678.70	321,653.53	6,558,037.80
Birmingham, Columbus & St. Andrews R. R. Co.....	9,161.09	4,659.39	344.85	10,026.36
✓ Charlotte Harbor & Northern Ry. Co.....	107,771.23	98,409.65	12,198.98	144,640.49
East & West Coast Ry.....	39,791.22	6,066.04	1,146.81	31,597.80
✓ Fellsmere R. R.....	387.48	855.05	.....	4,162.29
Florida Central & Gulf Ry.....	22,318.21	25,637.90	692.14	26,254.69
Florida East Coast Ry. Co.....	2,163,517.87	2,468,413.95	161,658.51	4,200,801.47
Georgia & Florida Ry.....	6,025.67	2,788.74	2,005.51	10,189.57
Georgia, Florida & Alabama Ry. Co.....	43,170.32	37,545.12	7,859.50	100,500.36
Georgia Southern & Florida Ry. Co.....	193,891.19	206,997.79	27,163.91	504,372.90
✓ Gulf Ports Terminal Co.....	9,297.98	1,758.49	.....	10,101.04
✓ Jacksonville Terminal Co.....	107,834.63	48,811.99	.....	471,335.43
✓ Live Oak, Perry & Gulf R. R. Co.....	68,397.23	49,096.59	5,503.76	87,391.18
✓ Louisville & Nashville R. R. Co.....	470,616.81	598,219.67	63,116.24	1,201,350.65
Madison Southern Ry. Co.....	182.15	1,000.30	81.05	802.94
✓ Marianna & Blountstown R. R. Co.....	10,886.81	8,951.54	808.70	16,339.53
Moore Haven & Clewiston Ry. Co.....	7,317.90	3,043.05	861.32	17,225.04
✓ Muscle Shoals, Birmingham & Pensacola Ry. Co.....	27,601.25	15,472.51	3,493.35	43,261.17
Ocklawaha Valley R. R. Co.....	11,385.17	9,323.95	.....	16,819.44
Pelham & Havana R. R. Co.....	740.83	271.97	60.26	1,175.84
✓ Port St. Joe Dock & Terminal Co.....	8,104.25	.....	.....	86.35
Seaboard Air Line Ry. Co.....	1,348,411.75	1,735,142.94	323,530.56	4,348,138.40
✓ South Georgia Ry. Co.....	15,397.16	16,051.63	2,839.82	43,309.54
St. Johns River Terminal Co.....	58,889.26	46,739.40	.....	284,578.19
Tampa & Gulf Coast Ry. Co.....	75,738.82	42,564.44	6,304.38	231,541.18
Tampa & Jacksonville Ry. Co.....	29,681.51	10,885.82	3,775.24	29,834.37
Tampa Northern R. R. Co.....	38,315.80	30,578.11	2,685.48	66,484.88
Tampa Union Station Co.....	10,345.93	.....	.....	41,026.29
Tavares & Gulf R. R. Co.....	25,494.23	11,963.08	2,019.83	28,551.71
Totals	\$ 7,125,079.11	\$ 9,182,837.71	\$ 964,489.54	\$ 18,677,793.24

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922—(Continued).
OPERATING EXPENSES—STATE OF FLORIDA.

NAME OF ROAD.	Miscellaneous Operations	General Expenses	Transportation for Investment Credit	Total Operating Expenses
Andalusia, Florida & Gulf Ry.....	\$.....	\$ 715.92	\$.....	\$ 17,410.49
Apalachicola Northern R. R. Co.....	.....	24,206.11	.....	202,831.55
Atlanta & St. Andrews Bay Ry. Co.....	.....	13,753.49	* 60.44	161,407.09
Atlantic Coast Line R. R. Co.....	92,746.40	415,812.20	* 2,702.03	13,115,301.16
Birmingham, Columbus & St. Andrews R. R. Co.....	.....	2,118.72	.....	26,310.41
Charlotte Harbor & Northern Ry. Co.....	.....	16,158.51	.....	379,178.86
East & West Coast Ry.....	.....	5,624.54	.....	84,226.41
Fellsmere R. R.....	.....	156.41	.....	5,561.23
Florida Central & Gulf Ry.....	.....	5,049.91	.....	79,952.85
Florida East Coast Ry. Co.....	134,682.42	337,328.30	* 34,577.71	9,431,824.81
Georgia & Florida Ry.....	52.19	1,592.58	.....	22,654.26
Georgia, Florida & Alabama Ry. Co.....	.....	19,458.02	† 95.12	208,628.44
Georgia Southern & Florida Ry. Co.....	8,759.34	38,300.39	.....	979,485.52
Gulf Ports Terminal Co.....	.....	6,415.66	.....	27,573.17
Jacksonville Terminal Co.....	.....	79,590.24	.....	707,572.29
Live Oak, Perry & Gulf R. R. Co.....	.....	17,888.78	* 72.65	227,852.89
Louisville & Nashville R. R. Co.....	7,339.92	73,343.13	* 1,319.90	2,412,666.52
Madison Southern Ry. Co.....	.....	1,056.03	.....	3,122.47
Marianna & Blountstown R. R. Co.....	.....	6,686.28	.....	43,672.86
Moore Haven & Clewiston Ry. Co.....	.....	4,167.93	.....	32,615.24
Muscle Shoals, Birmingham & Pensacola Ry. Co.....	.....	7,107.61	.....	96,935.89
Ocklawaha Valley R. R. Co.....	.....	9,993.51	.....	47,522.07
Pelham & Havana R. R. Co.....	.....	156.88	.....	2,405.78
Port St. Joe Dock & Terminal Co.....	.....	975.19	.....	9,165.79
Seaboard Air Line Ry. Co.....	43,562.77	461,891.49	* 4,132.86	8,256,545.05
South Georgia Ry. Co.....	.....	14,460.42	.....	92,058.37
St. Johns River Terminal Co.....	.....	4,141.12	.....	394,347.97
Tampa & Gulf Coast Ry. Co.....	.....	22,157.37	* 268.12	378,130.07
Tampa & Jacksonville Ry. Co.....	.....	9,625.27	.....	83,802.21
Tampa Northern R. R. Co.....	.....	12,748.84	.....	156,813.11
Tampa Union Station Co.....	.....	2,042.32	.....	53,414.54
Tavares & Gulf R. R. Co.....	.....	3,462.78	.....	71,491.63
Totals	\$ 287,143.04	\$ 1,618,185.95	* 43,638.59	\$ 37,812,490.00

*Credit.

†Debit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922.
MILEAGE OPERATED—ENTIRE LINE.

NAME OF ROAD.	Miles of Road	Second Main Track	Mileage of Industrial Tracks	Miles of Yard Track and Sidings	Total
Andalusia, Florida & Gulf Ry.	25.50				25.50
Apalachicola Northern R. R. Co.	99.12			9.02	108.14
Atlanta & St. Andrews Bay Ry. Co.	82.00			8.03	90.03
Atlantic Coast Line R. R. Co.	4,860.44	348.38	125.26	1,103.32	6,437.40
Birmingham, Columbus & St. Andrews R. R. Co.	38.00			3.97	41.97
Charlotte Harbor & Northern Ry. Co.	103.89		3.28	23.04	130.21
East & West Coast Ry.	50.12		.67	3.71	54.50
Fellsmere R. R.	10.79			2.01	12.80
Florida Central & Gulf Ry.	29.67		8.33	6.05	44.05
Florida East Coast Ry. Co.	764.52		61.31	165.84	991.67
Georgia & Florida Ry.	405.13		11.32	42.44	458.89
Georgia, Florida & Alabama Ry. Co.	192.86			23.85	216.71
Georgia Southern & Florida Ry. Co.	402.05		19.97	93.13	515.15
Gulf Ports Terminal Co.	46.36			3.09	49.45
Jacksonville Terminal Co.	4.49			34.89	39.38
Live Oak, Perry & Gulf R. R. Co.	89.19			9.43	98.62
Louisville & Nashville R. R. Co.	5,038.77	416.75	264.81	2,008.30	7,728.63
Madison Southern Ry. Co.	6.70				6.70
Marianna & Blountstown R. R. Co.	43.56			.99	44.55
Moore Haven & Clewiston Ry. Co.	14.17				14.17
Muscle Shoals, Birmingham & Pensacola Ry. Co.	147.34		11.48	15.48	174.30
Ocklawaha Valley R. R. Co.	54.00				54.00
Pelham & Havana R. R. Co.	24.00			1.00	25.00
Port St. Joe Dock & Terminal Co.	.72			.71	1.43
Seaboard Air Line Ry. Co.	3,576.11	23.32	273.94	800.92	4,674.29
South Georgia Ry. Co.	81.60			9.41	91.01
St. Johns River Terminal Co.	13.52			21.12	34.64
Tampa & Gulf Coast Ry. Co.	96.09	1.32	8.08	16.27	111.76
Tampa & Jacksonville Ry. Co.	56.00			2.00	58.00

Tampa Northern R. R. Co.....	66.60	1.32	2.36	9.60	79.88
Tampa Union Station Co.....					
Tavares & Gulf R. R. Co.....	37.34				37.34
Totals	16,450.65	791.09	790.81	4,417.62	22,450.17

‡Mileage Not reported; 1920 mileage used.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922.
MILEAGE OPERATED (EXCLUSIVE OF YARD TRACK), STATE OF FLORIDA.

NAME OF ROAD.	LINE OWNED.		Lines of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under-Contract.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.
	Main Line.	Branches and Spurs.						
Andalusia, Florida & Gulf Ry.....	20.00						20.00	
Apalachicola Northern R. R. Co.....	95.62	3.06					99.12	
Atlanta & St. Andrews Bay Ry. Co.....	66.00					.44	66.00	
Atlantic Coast Line R. R. Co.....	948.46	815.20			53.48	9.85	1,826.99	7.94
Birmingham, Columbus & St. Andrews R. R.	38.00	3.97					41.97	
Charlotte Harbor & Northern Ry. Co.....	95.36	5.37				3.16	103.89	
East & West Coast Ry.....	47.84					2.28	50.12	
Fellsmere R. R.....	10.68					.11	10.79	
Florida Central & Gulf Ry.....	29.67						29.67	
Florida East Coast Ry. Co.....	522.17	233.68		4.83		3.84	764.52	
Georgia & Florida Ry.....	13.38						13.38	
Georgia, Florida & Alabama Ry. Co.....	73.07	11.23					84.30	
Georgia Southern & Florida Ry. Co.....	152.91					9.76	162.67	
Gulf Ports Terminal Co.....	18.00	12.30					30.30	
Jacksonville Terminal Co.....	4.49	35.40					39.89	
Live Oak, Perry & Gulf R. R. Co.....	72.50	15.19				1.50	89.19	
Louisville & Nashville R. R. Co.....	216.75	28.70				1.08	246.53	
Madison Southern Ry. Co.....	6.70						6.70	
Marianna & Blountstown R. R. Co.....	28.56					15.00	43.56	
Moore Haven & Clewiston Ry. Co.....	14.17						14.17	
Muscle Shoals, Birmingham & Pensacola Ry.	45.11	4.40					49.51	
Ocklawaha Valley R. R. Co.....	47.00				7.00		54.00	
Pelham & Havana R. R. Co.....	4.07	.02					4.09	
Port St. Joe Dock & Terminal Co.....	.72	.71					1.43	
Seaboard Air Line Ry. Co.....	969.39	43.76	7.26		1.41	1.95	1,023.77	
South Georgia Ry. Co.....	13.60			30.98			44.58	
St. Johns River Terminal Co.....	13.52	21.12					34.64	

Tampa & Gulf Coast Ry. Co.....	76.14	2.13	.....	.....	.....	7.82	86.09	.....
Tampa & Jacksonville Ry. Co.....	56.00	2.00	.....	.....	.....	.....	58.00	.....
Tampa Northern R. R. Co.....	59.04	2.72	.....	2.58	.....	2.26	66.60	.....
Tampa Union Station Co.....	1.40	.26	.....	.....	.....	.....	1.66	.....
Tavares & Gulf R. R. Co.....	33.95	.....	.....	.....	.....	3.39	37.34	.....
Totals	3,794.27	1,241.22	7.26	38.39	61.89	62.44	5,205.47	.....

‡Mileage not given; 1920 mileage used.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1922.
RAIL—LINE OPERATIONS—ENTIRE LINE.

NAME OF ROAD.	Total Revenue Passengers Carried	Average Miles Passengers Carried	Average Reve- nue per Passen- ger Carried	Total Tons Freight Reve- nue Hauled	Average Miles per Ton Hauled	Average Revenue per Ton Hauled
Andalusia, Florida & Gulf Ry.....	1,541	15.12	\$ 73046	32,103	23.82	\$ 1.07541
Apalachicola Northern R. R. Co.....	41,490	26.98	1.00000	119,138	60.04	1.85446
Atlanta & St. Andrews Bay Ry. Co.....	53,073	34.13	1.33951	92,813	42.62	1.78019
Atlantic Coast Line R. R. Co.....	6,350,662	74.56	2.49917	16,437,958	177.92	2.97224
Birmingham, Columbus & St. Andrews R. R. Co.....	6,046	18.64	.89483	26,825	16.43	1.11834
Charlotte Harbor & Northern Ry. Co.....	20,240	27.62	1.02586	588,175	6.17	.85095
East & West Coast Ry. Co.....	12,704	25.03	.86972	66,180	18.53	1.19770
Fellsmere R. R.....	†					
Florida Central & Gulf Ry.....	168	17.73	.85940	114,096	17.29	.40120
Florida East Coast Ry. Co.....	851,996	117.80	4.42703	1,878,372	199.83	4.25835
Georgia & Florida Ry. Co.....	198,005	25.53	.85607	616,534	102.92	1.78235
Georgia, Florida & Alabama Ry. Co.....	109,208	27.99	.98870	343,681	63.35	1.68182
Georgia Southern & Florida Ry. Co.....	466,798	78.24	2.64959	1,561,721	139.22	1.86485
Gulf Ports Terminal Co.....	371	19.83	.81417	87,816	17.32	.59913
Jacksonville Terminal Co.....	‡					
Live Oak, Perry & Gulf R. R. Co.....	62,075	20.39	.70746	226,393	26.98	1.18781
Louisville & Nashville R. R. Co.....	12,831,419	52.16	1.77649	43,313,908	201.13	2.09286
Madison Southern Ry. Co.....	2	4.00	.20000	5,792	5.00	.78444
Marianna & Blountstown R. R. Co.....	5,308	15.32	.67195	39,153	20.00	1.42249
Moore Haven & Clewiston Ry. Co.....	†					
Muscle Shoals, Birmingham & Pensacola Ry. Co.....	18,300	15.01	.70412	179,053	86.05	1.31665
Ocklawaha Valley R. R. Co.....	†					
Pelham & Havana R. R. Co.....	†					
Port St. Joe Dock & Terminal Co.....	‡					
Seaboard Air Line Ry. Co.....	3,939,254	65.03	2.26850	12,379,096	180.86	2.58485
South Georgia Ry. Co.....	47,731	24.02	.83341	196,685	23.00	1.18754
St. Johns River Terminal Co.....	‡					
Tampa & Gulf Coast Ry. Co.....	35,467	64.11	2.29553	215,082	38.23	1.39016

Tampa & Jacksonville Ry. Co.....	10,960	19.75	.57246	61,332	18.86	2.08283
Tampa Northern R. R. Co.....	11,821	28.53	1.07779	137,393	21.95	.79180
Tampa Union Station Co.....	†					
Tavares & Gulf R. R. Co.....	758	10.41	.41510	31,775	48.93	2.07007
Totals	25,085.397	61.42	\$ 2.12323	78,751.074	192.97	\$ 2.37156

†Not applicable.

†Not reported by carrier.

STATISTICS OF RAILROAD COMPANIES.
Total Revenue Freight Carried During Year 1922—State of Florida.
(Number of Tons, 2,000 lbs.)

NAME OF ROAD	Products of Agriculture	Animals and Products	Products of Mines	Products of Forests	Manufacture & Miscellaneous	Merchandise All L. C. L. Freight.	Grand Total
Andalusia, Florida & Gulf Ry.....	770	11	.....	28,425	1,298	20	30,524
Apalachicola Northern R. R. Co.....	1,905	9,341	880	88,641	11,616	6,755	119,138
Atlanta & St. Andrews Bay Ry. Co.....	6,362	283	7,143	57,343	8,568	8,044	87,743
Atlantic Coast Line R. R. Co.....	1,011,672	92,520	2,151,480	1,892,996	1,242,430	271,515	6,664,613
Birmingham, Columbus & St. Andrews R. R. Co.....	.....	.....	2,667	20,985	747	2,426	26,825
Charlotte Harbor & Northern Ry. Co.....	1,801	162	2,923	30,594	56,028	7,676	99,184
East & West Coast Ry.....	2,100	52	272	44,258	16,073	3,425	66,180
Fellsmeere R. R. ....	*	.....	.....	.....	.....	.....	.....
Florida Central & Gulf Ry.....	599	10	18,667	21,198	72,868	754	114,096
Florida East Coast Ry. Co.....	35,042	4,659	450,792	275,967	265,931	85,061	1,117,452
Georgia & Florida Ry.....	4,141	279	2,594	10,069	12,752	2,475	32,310
Georgia, Florida & Alabama Ry. Co.....	11,224	599	46,842	47,285	65,924	5,409	177,283
Georgia, Southern & Florida Ry. Co.....	157,918	47,128	252,350	157,616	325,354	39,301	979,667
Gulf Ports Terminal Co.....	.....	.....	42,500	30,377	1,347	1,298	75,522
Jacksonville Terminal Co.....	*	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf R. R. Co.....	7,181	400	9,998	192,331	7,493	8,990	226,393
Louisville & Nashville R. R. Co.....	25,891	3,715	54,544	376,433	107,037	37,527	605,147
Madison Southern Ry. Co.....	.....	.....	.....	5,584	168	.....	5,792
Marianna & Blountstown R. R. Co.....	3,960	80	.....	29,500	3,089	2,524	39,153
Moore Haven & Clewiston Ry. Co.....	*	.....	.....	.....	.....	.....	.....
Muscle Shoals, Birmingham & Pensacola Ry. Co.....	*	.....	.....	.....	.....	.....	.....
Ocklawaha Valley R. R. Co.....	1,924	124	946	98,348	2,848	102	104,292
Pelham & Havana R. R. Co.....	*	.....	.....	.....	.....	.....	.....
Port St. Joe Dock & Terminal Co.....	.....	.....	100	30,810	.....	.....	30,910
Seaboard Air Line Ry. Co.....	67,233	5,918	462,670	569,225	314,150	99,968	1,519,164
South Georgia Ry. Co.....	29,363	445	11,166	138,673	12,419	4,619	196,685
St. Johns River Terminal Co.....	*	.....	.....	.....	.....	.....	.....

Tampa & Gulf Coast Ry. Co.....	8,885	322	18,495	90,512	85,203	11,665	215,082
Tampa & Jacksonville Ry. Co.....	18,592	390	6,685	20,950	12,665	2,050	61,332
Tampa Northern R. R. Co.....	2,461	565	33,622	41,520	55,790	3,435	137,393
Tampa Union Station Co.....*	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf R. R. Co.....	9,949	231	5,774	1,685	.....	.....	17,639
Totals	1,408,973	169,234	3,583,110	4,301,325	2,681,798	605,039	12,749,479

*Statistics not given.

WRECKS AND ACCIDENTS REPORTED
STATE OF FLORIDA—CALENDAR YEAR 1923.

NAME OF RAILROAD.	Engine Equipment	Car Equipment	Negligence or Carelessness of Employees	Collisions, All Causes	Derailments, Cause Unknown	Track	Personal Accidents, Employees	Personal Accidents, Trespassers	Automobiles and Wagons Struck	Miscellaneous	Damage to Equipment	Damage to Track	Employees Killed	Employees Injured	Others Killed	Others Injured
Atlantic Coast Line Railroad.....	2	1	2	3	.....	.....	.....	.....	\$ 61,950	\$ 2,895	2	14	.....	39
Apalachicola Northern Railroad....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	103	.....	.....	.....	.....
Atlanta & St. Andrews Bay Railway.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	36
Florida Central & Gulf Railway.....	1	.....	.....	.....	.....	.....	.....	.....	.....	325	125	.....	.....	.....	.....
Florida East Coast Railway.....	9	2	1	3	2	.....	11	2	.....	16,350	4,870	3	2	11	.....
Georgia, Florida & Alabama Railway.....	1	.....	.....	.....	.....	50	150	.....	2	.....	.....
Georgia, Southern & Florida Railway.....	1	.....	2	.....	.....	.....	.....	.....	.....	2	.....
Louisville & Nashville Railroad.....	2	.....	1	.....	1	.....	.....	3,100	.....	4	5	.....	.....
Seaboard Air Line Railway.....	6	38	15	1	1	15	.....	.....	.....	9	52,534	20,845	4	6	.....	10
Totals.....	6	50	19	6	6	22	.....	14	2	9	\$134,309	\$ 28,988	13	29	16	87

STATISTICS OF BOAT LINE COMPANIES, CALENDAR YEAR 1922.
WATER TRANSPORTATION COMPANIES OPERATING WITHIN THE STATE OF FLORIDA.

Name of Company	Business Address	Territory Served in General
Adams Boat Line.....	Sarasota, Fla.	Operates steamers, Tampa-Sarasota and intermediate points and between Tampa, Palmetto and Bradentown.
Caloosahatchee River Steamboat Line.....	Ft. Myers, Fla.	Operates between Ft. Myers and Alva, Denaud, Labelle and Buckingham.
Clyde Steamship Company.....	New York City-Jacksonville, Fla.	Operates ocean-going steamers. River line on St. Johns River, between Jacksonville, Sanford and Crescent City, Fla.
Kinzie Brothers Steamer Line.....	Ft. Myers, Fla.	Operates from Ft. Myers to Captiva, Useppa and Sanibel Island.
Palatka-Jacksonville Steamboat Co.....	Palatka, Fla.	Operates between Palatka and Jacksonville and landings on St. Johns River.
Pensacola, St. Andrews & Gulf S. S. Co.....	Pensacola, Fla.	Operates steamers between Pensacola, Fla., Mobile, Ala., St. Andrews, Fla., Panama City, Fla., Millville and Apalachicola, Fla.
Tampa-St. Petersburg Transportation Co.....	Tampa, Fla.	Operates steamers between Tampa & St. Petersburg and points on Manatee River and Terra Sela Bay.
Thronateeska Navigation Co.....	Bainbridge, Ga.	Landings on Apalachicola and Flint Rivers.
Tri-State Navigation Co.....	Columbus, Ga.	Landings on the Apalachicola, Chattahoochee, Chipola, Flint and Jackson Rivers, Lake Wimbeco, St. Andrews Canal and Bay in Alabama, Florida and Georgia.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1922.
GENERAL BALANCE SHEET—ENTIRE LINE.

NAME OF ACCOUNT.	Adams Boat Line	Caloosa- hatchee River Steam- boat Line	Clyde Steamship Company	Kenzle Bros. Steamer Line	Palatka-Jack- s'ville Steam- boat Line
ASSETS.					
Investments in real property and equipment..	\$ 35,679.46	\$ 10,517.00	\$ 10,661,006.83	\$ 35,610.85	\$ 11,900.00
Reserve for accrued depreciation—Credit....			3,313,704.58		
Other investments, securities and miscellaneous		5,500.00	1,413,886.50		
Working assets and accrued income.....	1,184.67	4,066.83	2,536,144.07	11,410.02	1,348.02
Deferred debit items—Miscellaneous.....			735,149.29		
Total assets.....	\$ 36,864.13	\$ 20,083.83	\$ 12,031,982.11	\$ 47,020.87	\$ 13,248.02
LIABILITIES.					
Capital stock	\$ 29,100.00	\$ 16,000.00	\$ 7,000,000.00	\$ 35,973.00	\$ 11,900.00
Funded debt			2,538,000.00		
Working and accrued liabilities.....	11,287.31	4,800.00	730,395.34	8,798.74	13,362.76
Deferred credit items.....			788,282.27		
Appropriated surplus			184,469.50		
Profit and loss balance.....	† 3,523.18	† 716.17	* 790,835.00	* 2,249.13	† 12,014.74
Total liabilities.....	\$ 36,864.13	\$ 20,083.83	\$ 12,031,982.11	\$ 47,020.87	\$ 13,248.02

† Deficit.

* Credit.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1922.
GENERAL BALANCE SHEET—ENTIRE LINE—Continued.

NAME OF ACCOUNT.	Pensacola, St. Andrews & Gulf S. S. Co.	Tampa & St. Petersburg Trans. Co.	Throna- teeska Navigation Co.	Tri-State Navigation Co.	Total
ASSETS.					
Investments in real property and equipment...	\$ 39,714.23	\$ 92,331.41	\$ 4,859.55	\$ 65,734.84	\$ 10,957,354.17
Reserve for accrued depreciation—Credit.....	14,004.33	6,298.45	.....	.....	3,334,007.36
Other investments, securities and miscellaneous .....	.....	.....	.....	.....	1,418,886.50
Working assets and accrued income.....	16,752.82	12,229.10	936.27	3,892.91	2,587,964.71
Deferred debit items—Miscellaneous.....	.....	2,868.34	.....	.....	738,017.63
Total assets.....	\$ 42,462.72	\$ 101,130.40	\$ 5,795.82	\$ 69,627.75	\$ 12,368,215.65
LIABILITIES.					
Capital stock	\$ 25,000.00	\$ 100,000.00	\$ 5,500.00	\$ 52,850.00	\$ 7,276,323.00
Funded debt .....	.....	.....	.....	.....	2,538,000.00
Working and accrued liabilities.....	852.44	42,377.88	91.87	21,269.71	833,236.05
Deferred credit items.....	.....	.....	.....	.....	788,282.27
Appropriated surplus	8,000.00	.....	.....	.....	192,469.50
Profit and loss balance.....	* 8,610.28	† 41,247.48	* 203.95	† 4,491.96	* 739,904.83
Total liabilities.....	\$ 42,462.72	\$ 101,130.40	\$ 5,795.82	\$ 69,627.75	\$ 12,368,215.65

**STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1922.
INCOME ACCOUNTS DETAILED AND PROFIT AND LOSS BALANCES.**

NAME OF ACCOUNTS	†Adams Boat Line	Caloosa- hatchee River Steamboat Line	Clyde Steamship Company	Kenzle Bros. Steamer Line	Palatka-Jack- sonville Steamboat Line
Revenues:					
Freight revenue	\$ 18,419.51	\$ 9,889.51	\$ 4,733,160.59	\$ 12,411.97	\$ 31,858.00
Passenger revenue	4,963.08		1,827,189.40	6,054.21	1,828.25
Other transportation revenue.....			512,990.80	11,888.77	
Other than transportation revenue.....		89.50	461,864.53	557.42	
Charter revenue			216,191.20		
Total revenue	\$ 23,382.59	\$ 9,979.01	\$ 7,751,396.52	\$ 30,912.37	\$ 33,686.25
Expenses:					
Maintenance of equipment.....	\$ 5,192.35	\$ 1,729.73	\$ 1,187,966.60	\$ 7,955.11	\$ 1,813.47
Maintenance of terminals.....		25.32	149,375.23	773.30	
Traffic expenses	2,244.26	323.25	278,260.82	2,853.51	
Transportation expenses	19,036.18	4,815.62	4,381,093.43	12,134.87	28,732.38
General expenses	2,228.12	3,340.90	545,057.48	3,723.56	3,035.54
Charter expenses		317.65	1,964.00		
Total expenses	\$ 28,700.91	\$ 10,552.47	\$ 6,543,718.46	\$ 27,440.35	\$ 33,581.30
Net operating revenue.....	\$† 5,318.32	\$† 573.46	\$* 1,207,678.06	\$* 3,472.02	\$* 104.86
Taxes			40,488.73	1,222.89	
Total water line income.....	\$† 5,318.32	\$† 573.46	\$* 1,167,189.33	\$* 2,249.13	\$* 104.86
Other Income			109,092.27		
Gross income	\$† 5,318.32	\$† 573.46	\$* 1,276,281.60	\$* 2,249.13	\$* 104.86
Interest and other deductions.....		142.71	449,551.69		
Profit and loss balance.....	\$† 5,318.32	\$† 716.17	\$* 826,729.91	\$* 2,249.13	\$* 104.86
Profit and Loss Account:					
Balance from Dec. 31, 1921.....		\$	\$* 548,357.44	\$	\$
Current income year 1922.....	† 5,318.32	† 716.17	* 826,729.91	* 2,249.13	* 104.86
Miscellaneous credits			51,631.94		
Miscellaneous debits		17.00	425,884.29		
Dividends			210,000.00		
Profit and loss balance Dec. 31, 1922..	\$†† 5,318.32	\$†† 733.17	* 790,835.00	\$*† 2,249.13	\$*† 104.86

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1922.
INCOME ACCOUNTS DETAILED AND PROFIT AND LOSS BALANCES.

NAME OF ACCOUNTS	Pensacola, St. Andrews & Gulf S.S. Co.	Tampa & St. Petersburg Transporta- tion Co.	Throna- teeska Navigation Co.	Tri-State Navigation Co.	Total
Revenues:					
Freight revenue	\$ 102,027.95	\$ 33,815.03	\$ 14,803.66	\$ 79,361.87	\$ 5,035,748.09
Passenger revenue	6,597.14	87,015.37	.....	20,513.64	1,954,161.09
Other transportation revenue .....	.....	2,934.15	.....	433.58	528,247.30
Other than transportation revenue	1,273.73	.....	.....	177.87	463,963.05
Charter revenue .....	.....	4,676.00	.....	.....	220,867.20
Total revenue	\$ 109,898.82	\$ 128,440.55	\$ 14,803.66	\$ 100,486.96	\$ 8,202,986.73
Expenses:					
Maintenance of equipment	\$ 21,773.16	\$ 23,553.57	\$ 1,016.29	\$ 1,973.76	\$ 1,252,974.04
Maintenance of terminals	9,301.44	5,694.40	100.00	.....	165,269.69
Traffic expenses	528.59	4,249.46	.....	549.27	289,009.16
Transportation expenses	56,104.79	95,267.90	10,053.44	81,807.16	4,689,045.77
General expenses	4,578.83	20,317.51	1,122.69	20,648.73	604,053.36
Charter expenses .....	.....	13,400.00	.....	.....	15,682.55
Total expenses	\$ 92,286.81	\$ 162,482.84	\$ 12,292.42	\$ 104,978.92	\$ 7,016,034.57
Net operating revenue	\$* 17,612.01	\$† 34,042.29	\$* 2,511.24	\$† 4,491.96	\$* 1,186,952.16
Taxes	\$ 1,687.77	\$ 384.90	.....	.....	43,784.29
Total water line income	\$* 15,924.24	\$† 34,427.19	\$* 2,511.24	\$† 4,491.96	\$* 1,143,167.87
Other income .....	.....	18.36	.....	.....	109,110.63
Gross income	\$* 15,924.24	\$† 34,408.83	\$* 2,511.24	\$† 4,491.96	\$* 1,252,278.50
Interest and other deductions .....	.....	1,986.01	2,244.69	.....	453,925.10
Profit and loss balance	\$* 15,924.24	\$† 36,394.84	\$* 266.55	\$† 4,491.96	\$* 798,353.40
Profit and Loss Account:					
Balance from Dec. 31, 1921	\$* 7,686.04	\$† 43,572.02	\$† 62.60	\$	\$* 512,408.86
Current income year 1922	* 15,924.24	† 36,394.84	* 266.55	† 4,491.96	* 798,353.40
Miscellaneous credits .....	.....	41,457.97	.....	.....	93,089.91
Miscellaneous debits .....	.....	2,738.59	.....	.....	428,639.88
Dividends	15,000.00	.....	.....	.....	225,000.00
Profit and loss balance Dec. 31, 1922 ..	\$* 8,610.28	\$† 41,247.48	\$* 203.95	\$† 4,491.96	\$* 750,212.29

*Credit.

†Deficit.

‡Represents current year's operations. Carrier's report not complete.

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1922.
COMPARATIVE GENERAL BALANCE SHEET—ENTIRE COMPANY.

ASSETS.	American Rail- way Express Company	Southeastern Express Company
Real property and equipment.....	\$ 35,909,858.48	\$ 1,074,289.31
Investments in bonds.....	6,946,685.03	.....
Time deposits, U. S. certificates of in- debtedness and notes.....	13,659,958.55	.....
Cash	18,251,957.56	1,414,850.13
Special deposits	1,131.25	.....
Loans and notes receivable.....	955,655.89	.....
Traffic balances receivable.....	285,250.50	.....
Receivable from agents and messengers..	9,901,139.37	81,186.49
Miscellaneous accounts receivable.....	4,465,810.10	54,979.90
Material and supplies.....	2,410,434.37	20,628.63
Interest, dividends and rents receivable..	252,886.04	.....
Working fund advances.....	28,135.00	.....
Rents and insurance paid in advance....	270,171.73	6,589.96
Other unadjusted debits.....	1,413,193.90	1,734.42
Total assets.....	\$ 94,752,267.77	\$ 2,654,258.84
LIABILITIES.		
Capital stock contracted for and issued..	\$ 34,642,000.00	\$ 1,000,000.00
Loans and notes payable.....	.....	1,011.82
Traffic balances payable.....	445,162.81	47,960.95
Audited accounts and wages unpaid.....	5,706,041.80	597,603.17
Miscellaneous accounts payable.....	2,320,700.97	170,567.63
Express privilege liabilities.....	17,407,868.14	522,176.62
Estimated tax liability.....	1,012,287.40	20,345.57
Other current liabilities.....	264,194.07	43,478.87
Deferred liabilities	1,823,516.31	.....
Operating and insurance reserve.....	19,041,546.04	56,862.24
Accrued depreciation—buildings.....	1,610,357.11	9,393.76
Accrued depreciation—equipment	8,514,943.92	146,918.43
Other unadjusted credits.....	221,120.98	37,939.78
Profit and loss	1,742,528.22	.....
Total liabilities.....	\$ 94,752,267.77	\$ 2,654,258.84

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1922.
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—ENTIRE COMPANY AND STATE OF FLORIDA.

	American Railway Express Company.		Southeastern Express Company.	
	Entire Company	State of Florida	Entire Company	State of Florida
Land	\$ 4,867,747.27	\$ 124,528.12	\$ 11,081.50	\$
Buildings and appurtenances on land owned.....	7,485,709.07	53,352.94	27,436.09	.....
Buildings and appurtenances on land not owned.....	2,317,841.61	95,655.26	129,380.42	.....
Improvements to buildings not owned.....	248,681.07	315.20	53,926.71	1,517.84
Cars	914,460.60	.....	.....	.....
Horses	2,536,911.28	25,866.72	37,640.62	140.00
Automobiles	7,803,287.13	52,923.73	576,293.21	12,180.12
Wagons and sleighs.....	2,340,761.75	16,777.39	56,493.31	401.75
Harness equipment	442,449.64	6,852.09	11,804.35	44.00
Office furniture and equipment.....	2,995,842.55	46,342.52	73,179.13	874.73
Office safes	455,424.25	6,174.74	24,517.66	492.30
Trucks	1,731,490.55	36,292.72	59,526.15	1,062.76
Stable equipment	22,665.24	84.10	171.20	.....
Garage equipment	140,435.10	4,220.27	680.16	.....
Line equipment	526,558.75	4,247.29	12,158.80	.....
Shop equipment	188,064.21	1,226.07	.....	.....
Miscellaneous equipment	891,528.41	.....	.....	.....
Total real property and equipment.....	\$ 35,909,858.48	\$ 474,859.16	\$ 1,074,289.31	\$ 16,713.50

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1922.
INCOME ACCOUNT ENTIRE COMPANY.

ITEM.	American Railway Express Co.	Southeastern Express Co.
Operating Income:		
Charges for transportation.....	\$291,349,315.09	\$ 7,102,673.95
Express privileges—Debtor	142,323,021.57	3,319,609.85
Revenue from transportation.....	149,026,293.52	3,783,064.10
Revenue from other than transportation	3,476,877.16	97,235.93
Total operating revenue.....	\$152,503,170.68	\$ 3,880,300.03
Operating expenses	149,142,021.17	3,750,251.60
Net operating revenue.....	3,361,149.51	130,048.43
Uncollectible revenue	39,634.39	1,067.75
Taxes	2,213,935.96	79,187.40
Operating income.....	\$ 1,107,579.16	\$ 49,793.28
Other Income:		
Rent from property and equipment used jointly	131.70	.....
Miscellaneous rent income.....	411,121.76	.....
Car mileage .....	.....	.....
Net income miscellaneous property....	.....	.....
Dividend income .....	.....	.....
Income from funded securities.....	.....	.....
Income from unfunded securities and accounts	769,006.21	.....
.....	775,778.00	19,649.04
Miscellaneous income .....	.....	557.68
Total other income.....	\$ 1,956,037.67	\$ 20,206.72
Gross income	\$ 3,063,616.83	\$ 70,000.00
Deductions from Gross Income:		
Rents from real property and equip- ment used jointly.....	\$ 762.70	\$
Miscellaneous rents	12,039.52	.....
Miscellaneous taxes .....	.....	.....
Interest on unfunded debt.....	257,627.58	.....
Miscellaneous debits	19,467.54	.....
Total deductions	\$ 289,897.34	.....
Net income	\$ 2,773,719.49	\$ 70,000.00

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1922.
PROFIT AND LOSS ACCOUNT ENTIRE COMPANY.

ITEM.	American Rail- way Express Company
Balance at December 31, 1921.....	\$ 1,518,239.88
Credit balance from current year's income.....	695,199.49
Profit on property and equipment sold.....	22,572.08
Unrefundable overcharges	2,728.47
Miscellaneous credits	34,983.17
Dividend appropriations of surplus.....	519,630.00
Miscellaneous debits	11,564.87
Credit balance at December 31, 1922.....	1,742,528.22

NOTE—Southeastern Express Company reports no profit and loss account.

STATISTICS OF EXPRESS COMPANY, CALENDAR YEAR 1922.
OPERATING REVENUE—ENTIRE COMPANY AND STATE OF FLORIDA.

NAME OF ACCOUNT.	American Railway Express Company.			
	Entire Company.	State of Florida.		
		Intra-state	Inter-state	Total.
Transportation:				
Express, domestic	\$291,345,560.98	\$ 1,468,833.47	\$ 1,938,860.18	\$ 3,407,693.65
Express, foreign				
Miscellaneous	3,754.11	50.00		50.00
Total transportation	\$291,349,315.09	\$ 1,468,883.47	\$ 1,938,860.18	\$ 3,407,743.65
Contract payments:				
Express privilege—debit	142,323,021.57	717,525.14	947,133.20	1,664,568.35
Revenue from transportation	\$149,026,293.52	\$ 751,358.32	\$ 991,726.98	\$ 1,743,085.30
Other than Transportation:				
Custom brokerage fees	219,123.07		348.88	348.88
Order and commission	4,285.09	1.48		1.48
Rents of buildings and other property	317,788.70			
Money orders				
C. O. D. checks	2,788,590.04	11,668.43	15,402.33	27,070.76
Travelers' checks				
Profit and exchange	5,714.07			
Valuation charges				
Miscellaneous	651,107.19			
Total other than transportation	\$ 3,476,877.16	\$ 11,669.91	\$ 15,751.21	\$ 27,421.12
Grand total operating revenues	\$152,503,170.68	\$ 763,028.23	\$ 1,007,478.19	\$ 1,770,506.42
	Number	Amount		
Intra-State shipments forwarded				
Interstate shipments forwarded and received				
Number of express offices in Florida joint with railroad	359			
All others	15			

STATISTICS OF EXPRESS COMPANIES, CALENDAR YEAR 1922.
OPERATING REVENUES—ENTIRE COMPANY AND STATE OF FLORIDA.

NAME OF ACCOUNT.	Southeastern Express Company			
	Entire Company	State of Florida		
		Intrastate	Interstate	Total
Transportation:				
Express, domestic	\$ 7,102,673.95	\$ 8,520.70	\$ 67,995.45	76,516.15
Express, foreign				
Miscellaneous				
Total transportation	\$ 7,102,673.95	\$ 8,520.70	\$ 67,995.45	\$ 76,516.15
Contract payments:				
Express privilege—debit	3,319,609.85	3,979.17	31,753.87	35,733.04
Revenue from transportation	\$ 3,783,064.10	\$ 4,541.53	\$ 36,241.58	\$ 40,783.11
Other than Transportation:				
Custom brokerage fees	40.52			
Order and commission				
Rents of buildings and other property	3,310.87			
Money orders	1,533.57	1,029.16		1,029.16
C. O. D. checks	92,350.97	626.28		626.28
Travelers' checks				
Profit and exchange				
Valuation charges				
Miscellaneous				
Total other than transportation	\$ 97,235.93	\$ 1,655.44	\$	\$ 1,655.44
Grand total operating revenues	\$ 3,880,300.03	\$ 6,196.97	\$ 36,241.58	\$ 42,438.55
	Number	Amount		
Intrastate shipments forwarded	7,383	\$ 8,520.70		
Interstate shipments forwarded and received	58,921	67,995.45		
Number of express offices in Florida joint with railroad	11			
All others	4			

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1922.
OPERATING EXPENSES ENTIRE COMPANY AND STATE OF
FLORIDA.

ACCOUNTS	American Railway Express Co.		Southeastern Express Co.	
	Entire Company	State of Florida	Entire Company	State of Florida
Maintenance expenses	\$ 7,862,477.33	\$ 89,290.74	\$ 173,038.09	3,284.77
Traffic expenses	252,086.39	2,937.18	28,234.98	427.99
Transportation expenses	130,589,054.56	1,521,557.18	3,318,791.95	52,069.38
General expenses	10,438,402.89	121,622.95	230,186.58	4,304.48
Total	\$149,142,021.17	\$ 1,735,408.05	\$ 3,750,251.60	\$ 60,086.62
Ratio of operating expenses to operating revenue, %	97.80		96.65	141.58

STATISTICS OF SLEEPING CAR COMPANIES—CALANDAR YEAR 1922
GENERAL BALANCE SHEET—ENTIRE LINE.

	The Pullman Company.
ASSETS.	
Cost of property and equipment.....	\$195,266,962.14
Stocks owned	1,555,836.81
Funded debt owned.....	30,580,410.41
Land owned	6,650.53
Cash	6,770,427.08
Bills receivable	1,723,611.15
Due from agents and conductors.....	1,943,622.76
Due from solvent companies and individuals.....	3,000,000.00
Other cash assets.....	.....
Equipment trusts	3,083,418.51
Materials and supplies.....	8,732,056.00
Sinking, insurance and other funds.....	693,358.51
Sundries	1,199,034.57
U. S. Government guaranteed compensation.....	5,905,544.46
Total assets	\$260,460,932.93
LIABILITIES.	
Capital stock	\$135,000,000.00
Audited vouchers and accounts.....	11,081,908.26
Wages and salaries.....	1,028,486.66
Dividends not called for.....	23,220.00
Miscellaneous	1,437,894.24
Depreciation on cars.....	8,011,805.98
Reserved for accrued depreciation—Equipment.....	63,946,680.27
Reserved for accrued depreciation—Buildings, etc.....	1,195,704.70
Reserved for accrued depreciation—Vacuum cleaners....	45,590.95
Reserved for doubtful accounts.....	95,993.50
Reserved for deferred death benefits.....	33,334.00
Insurance reserve	651,271.87
Miscellaneous reserves	431,010.12
Dividends accrued on capital stock.....	1,789,416.00
Guarantee period, suits and claims—Suspense.....	590,881.51
U. S. Government deferred assets and liabilities (net) guarantee period	5,035,255.03
Guarantee period—Undeterminate provision.....	2,706,998.71
Profit and loss	27,355,472.13
Total liabilities	\$260,460,932.93

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1922.
OPERATING REVENUES AND EXPENSES ENTIRE COMPANY AND STATE OF FLORIDA.

NAME OF ACCOUNT	Pullman Company	
	Entire System	**State of Florida
Standard sleeping car berth revenue.....	\$ 60,756,254.10	.....
Tourist sleeping car berth revenue.....	1,973,241.07	.....
Other car berth revenue.....	884.10	.....
Standard sleeping car seat revenue.....	2,476,532.03	.....
Tourist sleeping car seat revenue.....	5,228.40	.....
Parlor car seat revenue.....	6,343,584.32	.....
Composite car seat revenue.....	90,200.36	.....
Charter of standard sleeping cars (per diem rate).....	814,119.40	.....
Charter of standard sleeping cars (berth rate).....	14,097.97	.....
Charter of tourist sleeping cars (per diem rate).....	43,386.02	.....
Charter of tourist sleeping cars (berth rate).....	86.40	.....
Charter of private cars (per diem rate).....	194,140.56	.....
Charter of cars to other than carriers (per diem rate).....	2,179.50	.....
Charter of other cars (berth or seat rates).....	2,903.40	.....
Charter of other cars to carriers (other rates).....	29,892.60	.....
Miscellaneous revenue	741,222.47	.....
Car mileage revenue.....	473,496.94	.....
Contract revenue—Dr.....	8,379,158.37	.....
Total revenues	\$ 65,582,291.27	\$ 549,038.92
OPERATING EXPENSES.		
Maintenance expenses	\$ 24,856,870.07	\$ 208,125.11
Conducting car operations expenses.....	26,022,329.86	217,847.67
General expenses	2,150,207.15	17,980.09
Taxes	4,120,265.16	69,410.36
Total, expenses and taxes.....	\$ 57,149,672.24	\$ 513,363.23

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1922.
OPERATING AND STATISTICAL STATEMENT—ENTIRE LINE.

	Number of Revenue Passengers			No. of Non- Revenue Passengers	Car Miles	Car Days	Av. No. Revenue Passengers Per Car Day	Average Revenue Per Passenger	
	Berth	Seat	Total					Berth	Seat
Contract Operations:									
Standard sleeping cars...	18,990,927	3,434,858	22,425,785	494,299	681,597,908	2,002,775	11	\$ 3.20	\$.72
Tourist sleeping cars.....	733,615	8,736	742,351	8,510	48,110,795	114,942	6	2.69	.60
Parlor cars		8,428,547	8,428,547	72,325	73,991,950	331,026	25	.....	.75
Composite cars		151,668	151,668	1,750	15,834,313	45,180	3	.....	.59
Miscellaneous cars	34	.....	34	2	1,292,054	5,118	.....	26.00	.....
Total—Contract opera- tions	19,724,576	12,023,809	31,748,385	576,886	820,827,020	2,499,041	13	\$ 3.18	\$.74
							Dollars	Cents	Mills
Revenues per car-mile.....							..	07	989
Revenues per car-day.....							26	24	298
Expenses per car-mile.....							..	06	460
Expenses per car-day							21	21	990
Net revenue (or deficit) per car-mile.....							..	01	529
Net revenue (or deficit) per car-day.....							5	02	308
Average number of car-miles per car-day.....									328.46
Average number of car-miles per mile of trackage operated over.....									6,643.84
Average capacity per car (Passenger):									
Standard sleeping cars, berths.....									26.85
Tourist sleeping cars, berths.....									31.83
Parlor cars, seats.....									30.74
Composite cars, seats.....									26.77
Average cost per car of new cars placed in service during year:									
Steel cars									\$ 27,451.46
Average weight per car equipped for service:									
Steel cars (approximate).....									151,400 lbs.
Other than steel cars (approximate).....									113,000 lbs.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1922.
GENERAL BALANCE SHEET.

ASSETS	Jacksonville Traction Company	Key West Electric Company	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Road and equipment.....	\$ 4,839,870.51	\$ 1,734,973.35	\$ 2,779,896.23	\$ 172,766.88	\$ 5,987,611.91
Sinking funds	40.81	495.63	81.56		397.92
Miscellaneous physical property.....				617,963.56	
Investments in Affiliated Companies:					
Stocks			50,000.00		
Bonds			278,000.00		
Other Investments:					
Stocks					2.00
Bonds			2.00		300.00
Total investments.....	\$ 4,839,911.32	\$ 1,735,468.98	\$ 3,107,979.79	\$ 790,730.44	\$ 5,988,311.83
Cash	155,869.89	19,556.23	374,447.72	1,549.72	273,120.37
Special deposits					20,000.00
Loans and notes receivable.....	48,466.53		1.00		405.33
Miscellaneous accounts receivable.....	96,352.88	33,441.31	69,668.82	21,751.59	109,261.08
Materials and supplies.....	89,995.48	27,990.20	54,944.20	6,942.82	181,693.23
Other current assets			600.00	850.00	68,124.41
Total current assets.....	\$ 390,684.78	\$ 80,987.83	\$ 162,658.74	\$ 31,094.13	\$ 652,604.42
Rent and insurance premiums paid in advance.....	6,122.01	1,468.75	2,029.31	600.24	8,976.88
Discount on funded debt.....	5,670.00	40,588.98			1,073.72
Other unadjusted debts.....	36.87	131.25	6,966.73		31,715.34
Total unadjusted debts.....	\$ 11,828.88	\$ 42,188.98	\$ 8,996.04	\$ 600.24	\$ 41,765.94
Grand total	\$ 5,242,424.98	\$ 1,858,645.79	\$ 3,279,634.57	\$ 822,424.81	\$ 6,682,682.19
LIABILITIES.					
Capital stock	\$ 1,500,000.00	\$ 850,000.00	\$ 1,100,000.00	\$ 350,000.00	\$ 3,454,800.00
Premium on capital stock.....	2,167,503.98				17,900.00
Funded debt unmatured		579,000.00	1,149,000.00	190,000.00	949,352.67
Receivers' certificates	62,500.00		25,000.00		
Total Long Term Debt.....	\$ 2,230,003.98	\$ 579,000.00	\$ 1,174,000.00	\$ 190,000.00	\$ 949,352.67
Loans and notes payable.....	303,000.00	15,000.00	327,781.77		
Audited accounts and wages payable.....	105,512.74	6,859.19	50,337.17	7,306.99	34,562.03

Matured interest, dividends and rents unpaid..	265,177.43	.....	109,082.50	946.00	.....
Matured funded debt unpaid.....	750,000.00	.....	281,900.00	.....	.....
Accrued interest, dividends and rents payable.	25,021.77	12,062.50	24,731.96	.....	7,820 61
Other current liabilities.....	.....	.....	.....	.....	13.74
Total current liabilities.....	\$ 1,448,711.94	\$ 33,921.69	\$ 793,833.40	\$ 8,252.99	\$ 42,396.38
Deferred liabilities	511.15	\$ 7,798.95	\$ 22,155.95	\$ 6,360.63	80,877.19
Tax liability .....	.....	.....	.....	4,417.70	.....
Operating reserves	1,172.82	8,216.07	4,368.44	477.64	140,026.20
Accrued depreciation—Miscellaneous physical property .....	.....	.....	.....	196,941.16	.....
Other unadjusted credits.....	3,028.31	197.99	7,470.03	.....	3,426.62
Total unadjusted credits.....	\$ 4,201.13	\$ 8,414.06	\$ 11,838.47	\$ 201,836.50	\$ 143,452.82
Corporate surplus—Miscellaneous fund reserves	58,906.78	\$ 379,511.09	\$ 177,806.75	\$ 65,974.69	\$ 2,010,013 13
Grand total	\$ 5,242,424.98	\$ 1,858,645.79	\$ 3,279,634.57	\$ 822,424.81	\$ 6,682,682.19

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1922.
INCOME STATEMENT FOR THE YEAR

ITEM	Jacksonville Traction Company	Key West Electric Company	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Railway operating revenues.....	\$ 1,055,859.20	\$ 72,562.38	\$ 195,492.92	\$ 21,512.93	\$ 832,412.49
Railway operating expenses.....	659,351.35	67,561.35	162,520.15	35,215.44	559,362.34
Net revenue—Railway operations.....	396,507.85	5,001.03	32,972.77	† 13,702.51	273,050.15
Net revenue—Auxiliary operations.....		97,954.91	168,607.04	65,931.52	640,232.35
Net operating revenues.....		102,955.94	201,579.81	52,229.01	913,282.50
Taxes assignable to railway operations.....	94,836.89	12,541.13	32,603.71	7,736.85	173,643.55
Operating income	301,670.96	90,414.81	168,976.10	44,492.16	739,638.95
Non-operating income	918.18	262.62	13,900.00		4,142.26
Gross income	\$ 302,589.14	\$ 90,677.43	\$ 182,876.10	\$ 44,492.16	\$ 743,781.21
DEDUCTIONS FROM GROSS INCOME.					
Miscellaneous rents			13,900.00		
Interest on funded debt.....	* 113,035.40	27,111.66	60,090.28	9,626.81	48,032.65
Interest on unfunded debt.....	5.31	3,089.69	1,553.16		4,163.80
Amortization of discount on funded debt.....	630.00	914.53			378.96
Miscellaneous debts		334.69	210.00		
Total deductions from gross income.....	\$ 113,670.71	\$ 31,450.57	\$ 75,753.44	\$ 9,626.81	\$ 52,575.41
Income balance to profit and loss.....	\$ 188,918.43	\$ 59,226.86	\$ 107,122.66	\$ 34,865.35	\$ 691,205.80

*Does not include interest on obligations of company not taken over by receiver.

†Deficit.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1922.
RAILWAY OPERATING REVENUES AND EXPENSES.

RAILWAY OPERATING REVENUES	Jacksonville Traction Company	Key West Electric Company	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Passenger revenue	\$ 1,050,520.32	\$ 72,177.63	\$ 164,144.25	\$ 16,825.12	\$ 827,209.75
Special car revenue	85.00	92.00	600.00	.....	934.07
Mail revenue .....	.....	.....	542.42	.....	.....
Freight revenue .....	.....	.....	25,421.88	435.60	.....
Miscellaneous transportation revenue.....	.....	.....	.....	.....	.....
Total revenue from transportation.....	\$ 1,050,605.32	\$ 72,269.63	\$ 190,708.55	\$ 17,260.72	\$ 828,143.82
Station and car privileges.....	3,133.00	280.00	841.41	159.99	3,994.30
Rent of track and facilities.....	.....	.....	3,843.22	.....	.....
Rent of equipment.....	.....	.....	.....	.....	.....
Rent of buildings and other property.....	1,129.94	12.75	.....	.....	.....
Miscellaneous	990.94	.....	99.74	4,092.22	324.37
Total revenue from other railway operations..	\$ 5,253.88	\$ 292.75	\$ 4,784.37	\$ 4,252.21	\$ 4,268.67
Total operating revenue.....	\$ 1,055,859.20	\$ 72,562.38	\$ 195,492.92	\$ 21,512.93	\$ 832,412.46
RAILWAY OPERATING EXPENSES.					
Ways and structures.....	\$ 40,343.17	\$ 3,519.55	\$ 18,606.73	\$ 5,508.18	\$ 64,437.01
Equipment	62,074.60	4,798.91	13,441.17	2,621.34	57,932.32
Power	110,273.01	10,770.80	12,650.55	4,937.77	53,923.29
Conducting transportation	327,178.63	29,663.09	84,886.88	12,440.04	267,089.29
Traffic	273.05	43.33	1,607.05	528.24	10,035.69
General and miscellaneous.....	119,208.89	18,765.67	31,327.77	9,179.87	105,944.74
Total operating expenses.....	\$ 659,351.35	\$ 67,561.35	\$ 162,520.15	\$ 35,215.44	\$ 559,362.34
Operating ratio %.....	62.45	93.10	83.10	163.69	67.20

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1922.
ROAD OPERATED AT CLOSE OF YEAR.

NAME OF COMPANY	Miles of Road	Miles of Second Main Track	Miles of Sidings and Turnouts	Miles of Track in Carhouse	Total
Jacksonville Terminal Co.....	43.22	15.14	4.62	1.02	64.00
The Key West Electric Co.....	4.77	.....	.49	.15	5.41
Pensacola Electric Co.....	20.82	1.30	2.40	.59	25.11
St. Johns Electric Co.....	6.73	.....	.....	.....	6.73
Tampa Electric Co.....	46.65	2.25	4.90	.96	54.76
Total.....	122.19	18.69	12.41	2.72	156.01

STATISTICS OF ELECTRIC RAILWAY COMPANIES—CALENDAR YEAR 1922.
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

ITEM	Jacksonville Traction Company	Key West Electric Company	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Passenger car mileage.....	2,879,337	311,175	768,369	138,150	3,376,798
Freight, mail and express car—Mileage.....	.....	.....	51,567	.....	.....
Passenger car hours.....	343,064	38,696	92,368	17,830	368,812
Freight, mail and express car—Hours.....	.....	.....	6,213	.....	.....
Regular fare passengers carried.....	15,091,019	1,458,940	1,945,634	266,584	16,857,698
Revenue transfer passengers carried.....	.....	.....	.....	24,747	.....
Free transfer passengers carried.....	3,202,217	235,790	499,239	.....	3,534,284
Employees and others carried free.....	108,875	13,865	111,646	2,028	174,360
Average fare, revenue passengers.....	\$.069612	\$.04947	\$.08437	\$.06311	\$.04907
Average fare, all passengers.....	.057427	.04259	.06714	.05775	.04057
Revenue from transportation, per car-mile....	.36488	.23225	.23259	.12494	.24525
Revenue from transportation, per car-hour....	3.0624	1.86762	1.93454	.96807	2.24544
Operating revenue, per car-mile.....	.36670	.23319	.23842	.15572	.24651
Operating revenue, per car-hour.....	3.07773	1.87519	1.98306	1.20655	2.25701
Operating expenses, per car-mile.....	.22899	.21712	.19821	.25490	.16565
Operating expenses, per car-hour.....	1.92195	1.74595	1.64860	1.97506	1.51666

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922.
ALPHABETICAL LIST OF EXCHANGES IN THE STATE OF FLORIDA SHOWING CLASS AND NAME OF OPERATING OR
OWNING COMPANY, WITH GENERAL MANAGER'S NAME AND BUSINESS ADDRESS, DEC. 31, 1922.

EXCHANGE.	NAME OF COMPANY.	Class	GENERAL MANAGER	BUSINESS ADDRESS
Alachua.....	Florida Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Apalachicola.....	City of Apalachicola.....	D	F. B. Wakefield.....	Apalachicola, Fla.
Apopka.....	Lake County Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Arcadia.....	Scott Tel. Co.....	C	Jas. Kirk.....	Arcadia, Fla.
Avon Park.....	Scott Tel. Co.....	C	Jas. Kirk.....	Arcadia, Fla.
Bartow.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Blountstown.....	Barfield Tel. Co.....	D	J. Barfield.....	Blountstown, Fla.
Blountstown.....	Riverside Tel. Co.....	D	S. O. Newsome.....	Blountstown, Fla.
Bonifay.....	Tri-City Tel. Co.....	D	W. H. Terry.....	Bonifay, Fla.
Bowling Green.....	Scott Tel. Co.....	C	Jas. Kirk.....	Arcadia, Fla.
Bradentown.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Branford.....	Florida Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Brooker.....	Bradford County Tel. Co.....	D	W. G. Brorein.....	Brooker, Fla.
Brooksville.....	Florida Tel. Co.....	C	E. E. Voyle.....	Gainesville, Fla.
Bunnell.....	Bunnell Tel. Co.....	D	F. L. Byrd.....	Bunnell, Fla.
Callahan.....	Callahan Tel. Co.....	D	J. H. Hulseberg.....	Callahan, Fla.
Carrabelle.....	G. & J. Tel. Co.....	D	W. C. McKissack.....	Carrabelle, Fla.
Chipley.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Clearwater.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Clermont.....	Lake County Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Cocoa.....	Brevard County Tel. Co.....	D	A. A. Buck.....	Indianola, Fla.
Cocoanut Grove.....	Cocoanut Grove P. U. Co.....	D	M. S. Burbank.....	Cocoanut Grove, Fla.
Cottondale.....	Cottondale Tel. Co.....	D	A. Worlund.....	Cottondale, Fla.
Crescent City.....	Crescent City Tel. Co.....	D	E. Padgett.....	Crescent City, Fla.
Crestview.....	Crestview Tel. Co.....	D	R. C. Larkin.....	Crestview, Fla.
Crystal River.....	Crystal River Tel. Co.....	D	J. H. Watt.....	Crystal River, Fla.
Dade City.....	Pasco Tel. Co.....	D	Otto Wettstein.....	Orlando, Fla.
Dania.....	Brevard Utilities Co.....	D	J. R. James.....	Dania, Fla.
Daytona.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
DeFuniak Springs.....	DeFuniak Springs Tel. Co.....	D	J. A. Vaughn.....	DeFuniak Springs, Fla.
DeLand.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Delray.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.

Dundee.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Dunnellon.....	East Florida Tel. Co.....	C	E. E. Voyle.....	Gainesville, Fla.
Enterprise.....	Enterprise Tel. Co.....	D M H	Don Brooks.....	Enterprise, Fla.
Eustis.....	Lake County Tel. Co.....	C H A	Otto Wettstein.....	Orlando, Fla.
Fernandina.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Fort Lauderdale.....	Fort Lauderdale Tel. Co.....	D	J. J. Clinton.....	Fort Lauderdale, Fla.
Fort Meade.....	Fort Meade Tel. Co.....	D	Jas. Kirk.....	Arcadia, Fla.
Fort Myers.....	Lee County Tel. Co.....	D	G. M. Heitman.....	Fort Myers, Fla.
Fort Pierce.....	Brevard County Tel. Co.....	C	A. A. Buck.....	Indianola, Fla.
Frostproof.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Gainesville.....	East Florida Tel. Co.....	C	E. E. Voyle.....	Gainesville, Fla.
Gainesville.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Geneva.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Graceville.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Green Cove Springs.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Greenville.....	Greenville Tel. Co.....	D	A. W. Perkins SLAM BREA.....	Greenville, Fla.
Groveland.....	Lake County Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Haines City.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Hastings.....	Hastings Tel. Co.....	D	C. D. Littlefield	Hastings, Fla.
Havana.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
High Springs.....	High Springs Tel. Co.....	D	W. S. Long.....	High Springs, Fla.
Homestead.....	Trade County Tel. Co. HAMESTE.....	D C	Frank B. Bice JNW E B STA.....	Homestead, Fla.
Interlachen.....	Interlachen Tel. Co.....	D	J. H. Wylie.....	Interlachen, Fla.
Jacksonville.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Jasper.....	Florida Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Jennings.....	Ward Tel. Co.....	D	A. W. WARD	Jennings, Fla.
Jensen.....	Brevard County Tel. Co.....	C	A. A. Buck.....	Indianola, Fla.
Key West.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Kissimmee.....	Kissimmee Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
LaBelle.....	Magill Tel. Co.....	D	R. H. Magill.....	LaBelle, Fla.
Lake Butler.....	Lake Butler Tel. Co. F. L. A.....	D C	Otto Wettstein.....	Orlando, Fla.
Lake City.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Lakeland.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Lake Wales.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Lake Worth.....	Lake Worth Tel. Co.....	D	W. E. Horsman.....	Lake Worth, Fla.
Largo.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Laurel Hill.....	DeFuniak Springs Tel. Co.....	D	J. A. Vaughn.....	DeFuniak Springs, Fla.
Lawtey.....	Lawtey Tel. Co.....	D	H. A. Bishop.....	Starke, Fla.
Leesburg.....	Leesburg Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Live Oak.....	Florida Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Lynn Haven.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922—Continued.)

EXCHANGE	NAME OF COMPANY	Class	GENERAL MANAGER	BUSINESS ADDRESS
Maccleenny	Baker County Tel. Co.	D	G. M. Clayton	Maccleenny, Fla.
Madison	Madison Tel. Co.	D	B. J. Watson	Madison, Fla.
Malone	Malone Tel. Co.	D	T. E. Higbee	Malone, Fla.
Marianna	W. F. L. A. Gulf Tel. & Tel. Co.	D	C. E. Sudmall	Milton, Fla.
Mayo	Florida Tel. Co.	C	Otto Wettstein	Orlando, Fla.
McIntosh	McIntosh Tel. Co.	D	D. H. Petteys	McIntosh, Fla.
Melbourne	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
Miami	South Atlantic Tel. & Tel. Co.	B	F. W. Webster	Miami, Fla.
Miami Beach	South Atlantic Tel. & Tel. Co.	B	F. W. Webster	Miami, Fla.
Micanopy	Southern Bell Tel. Co.	A	David Laird	Jacksonville, Fla.
Milton	Gulf Tel. & Tel. Co.	C	C. E. Sudmall	Milton, Fla.
Molino	Molino Tel. Co.	D	L. F. Mathews	Molino, Fla.
Monticello	Monticello Tel. Co.	D	T. B. McDonald	Monticello, Fla.
Montverde	Lake County Tel. Co.	C	Otto Wettstein	Orlando, Fla.
Mount Dora	Lake County Tel. Co.	C	Otto Wettstein	Orlando, Fla.
Moore Haven	Magill Tel. Co.	D	R. H. Magill	LaBelle, Fla.
Mulberry	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
New Smyrna	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
O'Brien	Florida Tel. Co.	C	Otto Wettstein	Orlando, Fla.
Ocala	Ocala Tel. Co.	C	J. P. Phillips	Ocala, Fla.
Okeechobee	Okeechobee Tel. Co.	D	R. E. McLaughlin	Okeechobee, Fla.
Orange City	Orange City Tel. Co.	A	Mrs. E. F. Culp	Orange City, Fla.
Orlando	Southern Bell Tel. Co.	A	David Laird	Jacksonville, Fla.
Oviedo	Southern Bell Tel. Co.	A	David Laird	Jacksonville, Fla.
Pablo Beach	Southern Bell Tel. Co.	A	David Laird	Jacksonville, Fla.
Palatka	Southern Bell Tel. Co.	A	David Laird	Jacksonville, Fla.
Palmetto	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Panama City	Southern Bell Tel. Co.	A	David Laird	Jacksonville, Fla.
Pensacola	Southern Bell Tel. Co.	A	David Laird	Jacksonville, Fla.
Perry	Gulf Tel. Co.	D	E. L. Cox	Perry, Fla.
Plant City	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Ponce de Leon	P. O. Ponce de Leon Tel. Co.	C	A. H. Flournoy	Ponce de Leon, Fla.
Port Tampa	PORT TAMPA PENINSULAR TEL. CO.	A	W. G. Brorlein	Tampa, Fla.
Punta Gorda	DeSoto County Tel. Co.	D	A. A. Coup	Punta Gorda, Fla.

Quincy.....	Quincy Tel. Co.....	C	C. V. Pinson.....	Quincy, Fla.
Ruskin.....	Ruskin Tel. E. L. & P. Co....	D	Elizabeth Dickman.....	Ruskin, Fla.
St. Andrews.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
St. Augustine.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
St. Cloud.....	Kissimmee Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
St. Petersburg.....	West Coast Tel. Co.....	B	J. H. Kerrick.....	St. Petersburg, Fla.
Sanford.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Sarasota.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Sebring.....	Mitchell Tel. Co.....	D	W. B. Mitchell.....	Sebring, Fla.
Sorrento.....	Sorrento Tel. Co.....	D	A. E. Allen.....	Sorrento, Fla.
Starke.....	Starke Tel. Co.....	D	H. A. Bishop.....	Starke, Fla.
Stuart.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
Tallahassee.....	Southern Tel. & Cons. Co....	A	Frank Moor.....	Tallahassee, Fla.
Tampa.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Tarpon Springs.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Tavares.....	Lake County Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Titusville.....	Brevard County Tel. Co.....	C	A. A. Buck.....	Indianola, Fla.
Umatilla.....	Lake County Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Vero.....	Brevard County Tel. Co.....	C	A. A. Buck.....	Indianola, Fla.
Vaughula.....	Scott Tel. Co.....	C	Jas. Kirk.....	Arcadia, Fla.
Webster.....	East Florida Tel. Co.....	C	E. E. Voyle.....	Gainesville, Fla.
Wellborn.....	Florida Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
West Palm Beach.....	Southern Bell Tel. Co.....	A	David Laird.....	Jacksonville, Fla.
West Tampa.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
White Springs.....	Florida Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Williston.....	Florida Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Winter Garden.....	Lake County Tel. Co.....	C	Otto Wettstein.....	Orlando, Fla.
Winter Haven.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.
Winter Park.....	Winter Park Tel. Co.....	D	C. H. Galloway.....	Winter Park, Fla.
Zephyrhills.....	Peninsular Tel. Co.....	A	W. G. Brorein.....	Tampa, Fla.

Valhalla

Sumter Co

WILKINSON

PASCO

D C W

ORLANDO

* PURCHASED NOV. 1923 BY DEN

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922.
GENERAL BALANCE SHEETS—CLASS "A" "B" "C"—ENTIRE COMPANY.

NAME OF COMPANY	ASSETS					
	Class	Plant and Equipment	Other Investments and Advances	Working Assets Accrued Income	Deferred Debit Items	Total Assets
Brevard County Tel. Co.....	C	\$ 112,545.74	\$	\$ 4,907.75	\$	\$ 117,453.49
Dade County Tel. Co.....	C	23,040.19	.....	1,808.43	.....	24,848.62
East Florida Tel. Co.....	C	138,329.77	2,500.00	2,641.90	.....	143,471.67
Florida Tel. Co.....	C	78,035.52	5,000.00	905.07	.....	79,440.59
Gulf Tel. & Tel. Co.....	C	29,403.40	.....	5,037.16	.....	34,440.56
Kissimmee Tel. Co.....	C	37,937.78	7,000.00	483.93	.....	45,421.71
Lake County Tel. Co.....	C	115,522.47	.....	2,300.29	.....	117,822.76
Lee County Tel. Co.....	C	40,000.00	.....	2,946.13	.....	42,946.13
Leesburg Tel. Co.....	C	24,467.74	.....	.....	725.43	25,193.17
Ocala Tel. Co.....	C	63,154.88	10,000.00	6,486.84	† 10.25	79,631.47
Peninsular Tel. Co.....	A	2,541,407.83	36,199.98	149,170.22	49,343.66	2,776,121.69
Quincy Tel. Co.....	C	72,776.96	.....	1,516.00	.....	74,292.96
Scott Tel. Co.....	C	66,545.21	.....	8,300.54	.....	74,845.75
South Atlantic Tel. Co.....	B	1,608,850.54	.....	121,896.46	11,410.47	1,742,157.47
Southern Bell Tel. & Tel. Co.....	A	46,975,457.88	22,856,211.55	3,449,111.51	969,309.75	74,250,090.69
Southern Tel. & Cons. Co.....	C	88,039.55	2,500.00	11,108.40	124.65	101,772.60
West Coast Tel. Co.....	B	440,280.62	.....	55,550.93	3,382.29	499,213.84
Total		\$ 52,455,796.08	\$ 22,914,911.53	\$ 3,824,171.56	\$ 1,034,286.00	\$ 80,229,165.17

† Debit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922—(Continued.)
GENERAL BALANCE SHEETS—CLASS "A" "B" "C"—ENTIRE COMPANY.

NAME OF COMPANY	LIABILITIES.							
	Class	Capital Stock	Funded Debt Notes Payable	Working and Accrued Liabilities	Deferred Credit Items	Surplus Appropriated	Surplus Account	Total Liabilities
Brevard County Tel. Co.	C	\$ 39,291.00	\$ 11,500.00	\$	\$ 32,906.31	\$	\$ 33,756.18	\$ 117,453.49
Dade County Tel. Co...	C	10,000.00	5,500.00	.....	.....	.....	9,348.62	24,848.62
East Florida Tel. Co...	C	45,400.00	7,000.00	208.50	74,862.83	.....	16,000.34	143,471.67
Florida Tel. Co.....	C	.....	51,300.00	3,931.00	2,700.00	.....	21,509.59	79,440.59
Gulf Tel. & Tel. Co....	C	* 31,896.46	.....	.....	.....	.....	2,544.10	34,440.56
Kissimmee Tel. Co....	C	.....	41,000.00	315.48	800.00	.....	3,306.23	45,421.71
Lake County Tel. Co...	C	58,100.00	41,700.00	10,089.04	7,000.00	.....	933.72	117,822.76
Lee County Tel. Co....	C	40,000.00	500.00	363.51	.....	.....	2,082.62	42,946.13
Leesburg Tel. Co.....	C	.....	19,000.00	1,973.17	1,920.00	.....	2,300.00	25,193.17
Ocala Tel. Co.....	C	10,000.00	2,500.00	.....	31,000.00	.....	36,131.47	79,631.47
Peninsular Tel. Co....	A	796,140.00	1,049,100.00	177,040.69	503,837.40	202,190.62	47,812.98	2,776,121.69
Quincy Tel. Co.....	C	.....	10,197.55	101.12	6,450.00	.....	57,544.29	74,292.96
Scott Tel. Co.....	C	50,000.00	.....	1,440.60	19,690.90	.....	3,714.25	74,845.75
South Atlantic Tel. Co.	B	750,000.00	651,000.00	315,584.06	70,783.56	.....	45,210.15	1,742,157.47
Sou. Bell Tel. & Tel. Co.	A	30,000,000.00	30,480,913.45	1,550,529.94	10,934,826.23	167,202.93	1,116,618.14	74,250,090.69
Sou. Tel. & Cons. Co...	C	65,000.00	2,404.50	4,434.07	21,635.74	.....	8,298.29	101,772.60
West Coast Tel. Co....	B	167,100.00	100,000.00	53,847.54	73,744.61	.....	104,521.69	499,213.84
Total		\$ 32,062,927.46	\$ 32,473,615.50	\$ 2,119,858.72	\$ 11,782,157.58	\$ 369,393.55	\$ 1,421,212.36	\$ 80,229,165.17

*Investment.

†Debit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922.
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Operating Revenues	Miscellan's Operating Revenues	Income Credits	Total Income	Operating Expenses
Brevard County Tel. Co.	Cocoa	\$ 8,864.32	\$ 145.41	\$	\$ 9,009.73	\$ 4,957.04
	Ft. Pierce	12,129.38	279.38	.....	12,408.76	6,376.75
	Jensen	1,491.63	57.00	.....	1,548.63	1,410.38
	Melbourne	3,086.36	133.49	.....	3,219.85	2,433.11
	New Smyrna	6,509.12	105.76	.....	6,614.88	4,851.04
	Titusville	3,450.03	297.04	.....	3,747.07	2,722.94
	Vero	2,084.97	378.95	.....	3,363.92	2,034.38
Company Total		38,515.81	1,397.03	.....	39,912.84	24,785.64
Indian County Tel. Co.	Homestead	13,288.72	381.88	.....	13,670.60	7,549.29
East Florida Tel. Co.	System	27,111.44	238.48	.....	27,349.92	16,030.71
Florida Tel. Co.	Alachua	1,082.73	4.60	.....	1,087.33	663.60
	Branford	1,372.09	56.70	.....	1,428.79	1,103.90
	Jasper	1,962.72	58.50	.....	2,021.22	1,491.21
	Live Oak	13,668.42	464.44	.....	14,132.86	9,085.79
	Mayo	1,714.28	44.00	.....	1,758.28	1,323.12
	Wellborn	1,544.23	21.35	.....	1,565.58	1,097.02
	White Springs	1,435.86	24.50	.....	1,460.36	1,220.79
	Williston	600.75	8.00	.....	608.75	480.65
Company Total		23,381.08	682.09	.....	24,063.17	16,466.08
Gulf Tel. & Tel. Co.	Milton	11,257.64	172.65	.....	11,430.29	6,526.21
Kissimmee Tel. Co.	Kissimmee	9,334.57	274.10	.....	9,608.67	6,284.00
	St. Cloud	1,164.90	20.00	.....	1,184.90	867.15
Company Total		10,499.47	294.10	.....	10,793.57	7,151.15
Lake County Tel. Co.	Apopka	3,331.45	122.99	.....	3,454.44	2,068.85
	Clermont	1,142.82	52.70	.....	1,195.52	895.72
	Eustis	6,792.56	196.20	.....	6,988.76	5,156.46
	Groveland	1,723.00	62.20	.....	1,785.20	892.00
	Mt. Dora	1,819.12	50.40	.....	1,869.52	1,247.82
	Mt. Verde	534.40	.....	.....	534.40	550.00
	Oakland	820.00	.....	.....	820.00	714.00
	Tavares	2,455.60	40.00	.....	2,495.60	1,437.80

	Umatilla.....	3,332.78	142.02	.....	3,474.80	1,986.80
	Winter Garden...	4,977.06	207.95	.....	5,185.01	3,967.51
	Toll Unassigned ..	4,169.71	.....	.....	4,169.71	.....
Company Total		31,098.50	874.46	.....	31,972.96	18,916.96
Lee County Tel. Co.....	Ft. Myers	15,733.65	492.22	.....	16,225.87	11,221.25
Leesburg Tel. Co.....	Leesburg	11,262.07	269.67	.....	11,531.74	8,041.92
Ocala Tel. Co.....	Ocala	31,432.81	124.65	.....	31,557.46	15,739.69

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922—(Continued.)
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Operating Revenues	Miscellan's Operating Revenues	Income Credits	Total Income	Operating Expenses
Peninsular Tel. Co.....	Bartow	17,552.76	.....	258.50	17,811.26	11,606.94
	Bradentown and Palmetto	41,767.81	.....	264.00	42,031.81	25,771.80
	Clearwater and Largo	21,119.50	.....	2,352.00	23,471.50	13,069.37
	Frostproof	2,670.95	.....	.....	2,670.95	1,908.65
	Haines City	2,621.62	.....	.....	2,621.62	2,126.69
	Lake Wales	5,774.05	.....	.....	5,774.05	3,924.25
	Lakeland	43,205.13	.....	1,049.25	44,254.38	21,964.02
	Mulberry	3,451.80	.....	.....	3,451.80	2,004.25
	Plant City	14,941.53	.....	192.00	15,133.53	10,171.91
	Sarasota	12,175.31	.....	10.00	12,185.31	7,851.27
	Tampa, Pt. Tampa, West Tampa	348,598.93	.....	6,447.01	355,045.94	156,910.30
	Tarpon Springs	7,716.84	.....	.....	7,716.84	4,011.03
	Winter Haven	11,016.68	.....	297.17	11,313.85	8,443.85
Company Total Exchange Operations.....	.....	532,612.91	.....	10,869.93	543,482.84	269,764.33
Company System Toll Operations.....	.....	159,588.18	.....	.....	159,588.18	68,936.09
Company Not Allocated to Each Exch'g..	.....	.....	.....	.....	.....	.....
Company System Total.....	.....	692,201.09	.....	10,869.93	703,071.02	338,700.42
Quincy Tel. Co.....	Quincy	18,575.72	134.22	.....	18,709.94	9,699.17
Scott Tel. Co.....	Arcadia	21,691.01	.....	.....	21,691.01	16,410.36
	Avon Park	5,680.26	.....	.....	5,680.26	3,621.64
	Bowling Green	1,810.05	.....	.....	1,810.05	1,525.62
	Wauchula	10,907.32	.....	.....	10,907.32	7,132.94
Company Total .....	.....	40,088.64	.....	.....	40,088.64	28,690.55
South Atlantic Tel. Co.....	.....	272,653.65	8,389.49	2,933.18	283,976.32	179,169.52
Southern Bell Tel. & Tel. Co.....	Chipley	10,851.87	81.02	4.05	10,936.94	7,395.24
	Daytona	76,216.72	1,643.65	19.27	77,879.64	35,425.91
	DeLand	33,328.37	360.89	9.22	33,698.48	16,799.76
	Delray	3,371.71	8.41	1.41	3,381.53	2,540.38

Fernandina	14,004.22	98.94	2.49	14,105.65	4,514.22	
Gainesville	45,534.50	527.92	13.18	46,075.60	24,113.31	
Geneva	1,283.07	.40	.65	1,284.12	1,200.57	
Graceville	4,362.47	76.00	1.45	4,439.92	2,620.68	
Green Cove Spgs.	9,820.46	60.93	2.34	9,883.73	4,254.16	
Havana	3,060.08	5.38	1.23	3,066.69	2,221.77	
Jacksonville	990,053.87	13,613.34	229.37	1,003,896.58	431,217.58	
Key West	47,465.50	14,544.87	15.84	62,026.21	29,279.99	
Lake City	16,813.02	168.74	5.28	16,987.04	9,612.77	
Lynn Haven.....	2,585.36	† 27.06	1.20	2,559.50	2,179.04	
Micanopy	4,044.86	2.63	1.56	4,049.05	2,819.94	
Orlando	108,655.54	1,058.31	27.83	109,741.68	50,510.31	
Oviedo	2,443.30	2.45	1.03	2,446.78	1,976.80	
Pablo Beach	4,633.92	† 56.16	1.53	4,579.29	2,771.14	
Palatka	42,074.84	1,027.72	11.53	43,114.09	21,041.41	
Panama City	13,970.47	270.15	4.31	14,244.93	7,819.97	
Pensacola	167,776.67	2,821.55	43.17	170,641.39	78,441.32	
Sanford	47,997.54	942.77	12.12	48,952.43	22,010.63	
St. Andrews	2,863.15	16.14	1.19	2,880.48	2,169.51	
St. Augustine	54,427.61	653.78	15.89	55,097.28	29,045.78	
Stuart	5,942.99	131.64	2.08	6,076.71	3,745.25	
W. Palm Beach...	111,086.97	3,006.80	32.31	114,126.08	59,392.29	
Company Total	1,824,669.08	41,041.21	461.53	1,866,171.82	854,969.73	
Southern Tel. & Cons. Co.....	Tallahassee	33,109.46	881.57	280.79	34,271.82	20,799.29
West Coast Tel. Co.....	St. Petersburg.....	76,752.33	3,109.74	12.42	79,874.49	50,554.75
Grand Total		\$3,171,631.16	\$ 58,483.46	\$ 14,557.85	\$3,244,672.47	\$1,615,012.33

†Deficit.

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STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922—(Continued.)
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Depreciation	Taxes and Uncollectibles	Rents	Interest and Miscellaneous Charges	Total Deductions	Net Income
Brevard County Tel. Co.....	Cocoa	\$ 1,915.20	\$ 338.97	\$	\$ 104.26	\$ 7,315.47	\$ 1,694.26
	Ft. Pierce	1,755.60	167.98	.....	104.26	8,404.59	4,004.17
	Jensen	798.00	49.50	.....	104.25	2,362.13	813.50
	Melbourne	798.00	174.45	.....	104.25	3,509.81	289.96
	New Smyrna	1,276.80	151.96	.....	104.26	6,384.06	230.82
	Titusville	798.00	93.62	.....	104.26	3,718.82	28.25
	Vero	638.40	69.83	.....	104.25	2,846.86	517.06
Company Total .....	.....	7,980.00	1,046.31	.....	729.79	34,541.74	5,371.10
Dade County Tel. Co.....	Homestead	1,713.12	161.65	.....	205.45	9,629.51	4,041.00
East Florida Tel. Co.....	System	7,042.16	1,602.74	.....	819.21	25,494.82	1,855.10
Florida Tel. Co.....	Alachua	160.00	12.00	.....	150.00	985.60	101.73
	Branford	240.00	25.00	.....	240.00	1,608.90	180.11
	Jasper	300.00	125.00	.....	320.00	2,236.21	214.99
	Live Oak	1,948.88	860.87	.....	1,321.50	13,217.04	915.82
	Mayo	240.00	100.00	.....	200.00	1,863.12	104.84
	Wellborn	240.00	25.00	.....	240.00	1,602.02	36.44
	White Springs	240.00	80.00	.....	240.00	1,780.79	320.43
	Williston	75.00	12.00	.....	110.00	677.65	68.90
Company Total .....	.....	3,443.88	1,239.87	.....	2,821.50	23,971.33	91.84
Gulf Tel. & Tel. Co.....	Milton	2,359.98	.....	.....	.....	8,886.19	2,544.10
Kissimmee Tel. Co.....	Kissimmee	700.00	78.75	.....	2,407.44	9,470.19	138.48
	St. Cloud	100.00	.....	.....	300.00	1,267.15	82.25
Company Total .....	.....	800.00	78.75	.....	2,707.44	10,737.34	56.23
Lake County Tel. Co.....	Apopka	680.00	50.00	.....	400.00	3,198.85	255.59
	Clermont	360.00	30.00	.....	320.00	1,605.72	410.20
	Eustis	1,151.40	245.00	.....	960.00	7,512.86	524.10
	Groveland	770.90	30.00	.....	400.00	2,092.90	307.70
	Mt. Dora	480.00	50.00	.....	240.00	2,017.82	148.30
	Mt. Verde	120.00	24.00	.....	80.00	774.00	239.60
	Oakland	200.00	24.00	.....	140.00	1,078.00	258.00

	Tavares	480.00	64.00	.....	320.00	2,301.80	193.80
	Umatilla	720.00	100.00	.....	400.00	3,206.80	268.00
	Winter Garden ...	800.00	80.00	.....	360.00	5,207.51	† 22.50
	Toll unassigned ...	1,508.50	.....	.....	521.48	2,029.98	2,139.73
Company Total .....	.....	7,270.80	697.00	.....	4,141.48	31,026.24	946.72
Lee County Tel. Co.....	Ft. Myers .....	.....	836.05	.....	.....	12,057.30	4,168.57
Leesburg Tel. Co.....	Leesburg	2,126.18	484.65	.....	1,604.42	12,257.17	† 725.43
Ocala Tel. Co.....	Ocala .....	.....	5,705.51	.....	290.25	21,735.45	9,822.01

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922—(Continued.)
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Depreciation	Taxes and Uncollectibles	Rents	Interest and Miscellaneous Charges	Total Deductions	Net Income
Peninsular Tel. Co.....	Bartow		1,558.63	786.66	106.20	14,058.43	3,752.83
	Bradentown and Palmetto		3,740.96	720.00	8.80	30,241.56	11,790.25
	Clearwater and Largo		2,302.41	663.54	523.80	16,559.12	6,912.38
	Frostproof		178.82	196.81		2,284.28	386.67
	Haines City		217.52	206.48	2.00	2,552.69	68.93
	Lake Wales		379.57	396.71		4,700.53	1,073.52
	Lakeland		3,177.40	534.00		25,675.42	18,578.96
	Mulberry		487.31	300.00		2,791.56	660.24
	Plant City		914.76	330.50		11,417.17	3,716.36
	Sarasota		1,105.99	558.00	22.40	9,537.66	2,647.65
	Tampa, Pt. Tampa, West Tampa.....		29,174.72	554.96	156.45	186,796.43	168,249.51
	Tarpon Springs....		1,082.24	242.25		5,335.52	2,381.32
	Winter Haven.....		942.50	456.00	15.25	9,857.60	1,456.25
Company Total Exchange Operations..			45,262.83	5,945.91	834.90	321,807.97	221,674.87
Company System Toll Operations.....		10,478.17	13,167.29		8,110.02	100,691.57	58,896.61
Company Not Allocated to Each Ex'chg.		85,651.83			58,761.96	144,413.79	† 144,413.79
Company System Total.....		96,130.00	58,430.12	5,945.91	67,706.88	566,913.33	136,157.69
Quincy Tel. Co.....	Quincy	4,300.00	755.88		148.27	14,903.32	3,806.62
Scott Tel. Co.....	Arcadia	3,244.28	829.60		88.74	20,572.98	1,118.03
	Avon Park	995.00	225.35		10.35	4,852.34	827.92
	Bowling Green ...	482.00	104.49			2,112.11	† 302.06
	Wauchula	1,574.00	187.55			8,894.48	2,012.84
Company Total		6,295.28	1,346.99		99.09	36,431.91	3,656.73
South Atlantic Tel. & Tel. Co.....		\$ 78,713.82	\$ 9,135.23	\$ 3,190.66	\$ 67,519.52	\$ 337,728.75	\$ † 53,752.43
Southern Bell Tel. & Tel. Co.....	Chipley	\$ 2,048.50	\$ 2,120.27	\$ 450.67	\$ 529.93	\$ 12,544.61	\$ † 1,607.67
	Daytona	15,646.89	8,745.37	4,100.36	3,575.13	67,493.66	10,385.98
	DeLand	5,506.18	2,286.82	890.73	1,575.69	27,059.18	6,639.30

Delray	652.49	196.99	349.15	166.92	3,509.93	†	524.40
Fernandina	2,746.95	1,278.31	370.73	641.94	9,552.15		4,553.50
Gainesville	7,485.44	4,226.11	1,820.76	2,162.60	39,808.22		6,267.38
Geneva	580.73	181.80	90.29	65.29	2,118.68	†	834.56
Graceville	608.75	318.46	306.09	210.80	4,064.78		375.14
Green Cove Springs.	1,673.42	1,030.86	329.28	459.71	7,747.43		2,136.30
Havana	629.10	291.46	160.34	150.55	3,453.22	†	386.53
Jacksonville	165,276.20	97,260.44	18,891.54	46,083.52	758,727.28		245,167.30
Key West	11,677.13	7,099.69	429.26	2,275.99	50,762.06		11,264.15
Lake City	2,849.35	1,368.78	562.19	805.71	15,198.80		1,788.24
Lynn Haven	667.87	343.45	175.29	129.59	3,495.24	†	935.74
Micanopy	853.00	424.88	137.82	197.56	4,433.20	†	384.15
Orlando	14,228.08	8,771.10	3,488.31	5,113.32	82,111.12		27,630.56
Ovelto	770.57	260.00	132.85	121.13	3,161.35	†	714.57
Pablo Beach	800.71	252.19	330.89	224.27	4,379.20		200.09
Palatka	6,164.93	3,190.75	1,885.70	1,990.48	34,273.27		8,840.82
Panama City	2,067.46	960.36	500.07	668.10	12,015.96		2,228.97
Pensacola	26,170.08	13,855.36	3,646.18	7,875.00	129,987.94		40,653.45
Sanford	7,173.64	4,281.26	1,260.08	2,254.11	36,979.72		11,972.71
St. Andrews	627.38	303.65	123.18	141.56	3,365.28	†	484.80
St. Augustine	7,250.87	3,529.20	1,656.37	2,584.49	44,066.71		11,030.57
Stuart	969.02	385.76	401.85	288.23	5,790.11		286.60
West Palm Beach.	22,762.24	7,226.57	4,460.30	5,268.82	99,110.22		15,015.86
Company Total	307,936.98	170,189.89	46,950.28	85,560.44	1,465,607.32		400,564.50
Southern Tel. & Cons. Co.....	5,170.23	1,946.80		182.87	28,099.19		6,172.63
West Coast Tel. Co.....	22,487.90	2,136.75		2,739.37	77,918.77		1,955.72
Grand Total	\$ 553,770.33	\$ 255,794.19	\$ 56,086.85	\$ 237,275.98	\$ 2,717,939.68	\$	526,732.79

†Deficit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922.
INCOME STATEMENTS—CLASS "D" COMPANIES.

NAME OF COMPANY	EXCHANGE	Operating Revenue	Miscellaneous Revenue	Total Revenue	Operating Expenses	Taxes	Interest Deductions	Net Income
✓ City of Apalachicola	Apalachicola	\$ 1,136.75	\$.	\$ 1,136.75	\$ 472.15	\$.	\$.	\$ 664.60
✓ Barfield Tel. Co.	Blountstown	456.00		456.00	100.00	49.00		307.00
✓ Bradford County Tel. Co.	Brooker	1,200.00		1,200.00	1,270.00		88.00	158.00
✓ Bunnell Tel. Co.	Bunnell	1,856.65	55.00	1,911.65	365.00	57.25	451.39	1,038.01
✓ Callahan Tel. Co.	Callahan	1,496.00		1,496.00	1,377.00	16.50	96.00	6.50
✓ Coconut Grove P. W. Co.	Coconut Grove	7,573.31	575.72	8,149.03	4,517.80	12.82	368.93	3,249.48
✓ Cottondale Tel. Co.	Cottondale	1,200.75		1,200.75	1,379.55	79.50		258.30
✓ Crescent City Tel. Co.	Crescent City	2,467.20		2,467.20	3,000.00	20.00		552.80
✓ Crestview Tel. Co.	Crestview	2,320.60	217.00	2,537.60	2,070.50	64.93	229.50	172.67
✓ Crystal River Tel. Co.	Crystal River	1,328.20		1,328.20	291.00	24.60	40.00	972.60
✓ DeFuniak Springs Tel. Co.	DeFuniak Spgs. and Laurel Hill	7,764.61	660.10	8,424.71	7,131.21	585.50	708.00	60.00
✓ Desoto County Tel. Co.	Punta Gorda	3,670.08		3,670.08	4,063.88	190.00	25.00	608.80
✓ Enterprise Tel. Co.	Enterprise	238.99	5.00	243.99	277.49			33.50
✓ Florida Tel. Co.	Brooksville	6,292.05		6,292.05	5,855.36	526.20	18.23	170.74
✓ Ft. Lauderdale Tel. Co.	Ft. Lauderdale	6,810.75	2,817.54	9,628.29	7,858.37	139.75	40.40	1,589.77
✓ Ft. Meade Tel. Co.	Ft. Meade	5,861.24	123.50	5,984.74	6,744.66	45.75	141.01	946.68
✓ G. & J. Tel. Co.	Carrabelle	818.00		818.00	637.61	39.49		140.90
✓ Gulf Tel. Co.	Perry	9,559.23	229.90	9,789.13	10,903.72	600.05	218.34	1,932.98
✓ Hastings Tel. Co.	Hastings	6,402.45	259.44	6,661.89	7,206.99	14.15		559.25
✓ High Springs Tel. Co.	High Springs	4,166.61		4,166.61	3,491.00	59.00		616.61
✓ Interlachen Tel. Co.	Interlachen	1,354.39		1,354.39	1,502.60	40.00		188.21
✓ Lake Butler Tel. Co.	Lake Butler	4,500.00	100.00	4,600.00	3,900.00	200.00	400.00	100.00
✓ Lake Worth Tel. Co.	Lake Worth	6,740.88	372.90	7,113.78	5,969.15	179.80	240.00	724.83
✓ Madison Tel. Co.	Madison	9,952.90	209.78	10,162.68	9,157.33	322.19		683.16
✓ Magill Tel. Co.	LaBelle and Moore Haven	1,080.66	328.05	1,408.71	1,316.62	5.64	104.00	17.55
✓ Malone Tel. Co.	Malone	660.00		660.00	530.00			130.00
✓ Mitchell Tel. Co.	Sebring	4,286.39	50.50	4,336.89	3,906.07	86.29		344.53

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McIntosh Tel. Co.....	McIntosh	4,263.59	762.39	5,025.98	4,792.79	60.55	89.54	83.10
Molino Tel. Co.....	Molino	1,351.90	135.20	1,487.10	1,557.52	72.60	7.25	† 150.27
Monticello Tel. Co.....	Monticello	5,872.18	54.00	5,926.18	5,381.93	233.94		310.31
Okeechobee Tel. Co.....	Okeechobee	6,790.07		6,790.07	3,933.47	567.52		2,289.08
Orange City Tel. Co.....	Orange City....	813.38		813.38	885.01	59.87		† 131.50
Pasco Tel. Co.....	Dade City	6,825.20	155.50	6,980.70	5,931.65	271.06	738.14	39.85
Riverside Tel. Co.....	Blountstown ..	4,052.80		4,052.80	3,603.98	60.88	211.14	176.80
Ruskin Tel. Co.....	Ruskin	430.05	35.65	465.70	402.00	13.46		50.24
Sorrento Tel. Co.....	Sorrento	51.30	1.25	52.55	37.30			15.25
Starke Tel. Co.....	Starke	5,765.85		5,765.85	4,535.49	208.32	150.00	872.04
Tri-City Tel. Co.....	Bonifay	3,050.00		3,050.00	1,750.00	375.00		925.00
West Florida Tel. Co.....	Marianna	6,999.28		6,999.28	6,628.08	164.20	539.24	† 332.24
Winter Park Tel. Co.....	Winter Park...	11,578.66	881.85	12,460.51	7,571.55	536.10	1,668.81	2,684.05
Totals		\$159,038.95	\$ 8,030.27	\$167,069.22	\$142,305.83	\$ 5,981.91	\$ 6,572.92	\$ 12,208.56
† Deficit.								

Edward Jennings

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922.
SUBSCRIBERS' STATIONS IN OPERATION AT DEC EMBER 31ST, 1922—ALL CLASSES OF COMPANIES.

NAME OF COMPANY.	EXCHANGES IN FLORIDA	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
Apalachicola, City of.....	Apalachicola	104	.....	.....	.....	.....	104
Barfield Tel. Co.....	Blountstown	50	15	.....	.....	.....	65
Bradford County Tel. Co.....	Brooker	56	.....	.....	.....	.....	56
Brevard County Tel. Co.....	Cocoa	150	153	11	.....	.....	314
	Ft. Pierce	309	64	14	8	.....	395
	Jensen	19	38	3	.....	.....	60
	Melbourne	49	50	4	.....	.....	103
	New Smyrna	178	26	5	.....	.....	209
	Titusville	71	30	4	5	.....	110
	Vero	63	25	.....	.....	.....	88
Bunnell Tel. Co.....	Bunnell	37	50	.....	1	.....	88
Callahan Tel. Co.....	Callahan	56	.....	.....	.....	.....	56
Cocoanut Grove P. W. Co.....	Cocoanut Grove	151	66	16	.....	.....	233
Cottondale Tel. Co.....	Cottondale	31	.....	.....	.....	.....	31
Crescent City Tel. Co.....	Crescent City	66	16	.....	.....	.....	82
Crestview Tel. Co.....	Crestview	41	17	.....	.....	.....	58
Crystal River Tel. Co.....	Crystal River.....	27	31	.....	14	.....	72
Dade County Tel. Co.....	Homestead	153	173	12	.....	.....	338
DeFuniak Springs Tel. Co.....	DeFuniak Springs..	260	52	9	40	.....	361
DeSoto County Tel. Co.....	Punta Gorda	101	18	6	.....	.....	125
East Florida Tel. Co.....	Dunellon	98	.....	.....	.....	.....	98
	Gainesville	209	.....	.....	.....	.....	209
Enterprise Tel. Co.....	Enterprise	5	.....	.....	.....	.....	5
Florida Tel. Co.....	Alachua	47	56	.....	.....	.....	103
	Branford	20	32	.....	.....	.....	52
	Jasper	64	4	.....	.....	.....	68
	Live Oak	323	61	10	.....	.....	394
	Mayo	44	7	.....	.....	.....	51
	Wellborn	13	31	.....	6	.....	50
	White Springs	40	6	1	47
	Williston	89	23	6	119
Florida Tel. Co.....	Brooksville	154	6	160

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Ft. Lauderdale Tel. Co.	Ft. Lauderdale	236	3	9	8	256
Ft. Meade Tel. Co.	Ft. Meade	190	17	1	17	225
G. & J. Tel. Co.	Carabelle	14	15			29
Gulf Tel. Co.	Perry	225	61	8	9	303
Gulf Tel. & Tel. Co.	Marianna	200	2			202
Hastings Tel. Co.	Milton	169	26		9	204
High Springs Tel. Co.	Hastings	53	103	6		165
Interlachen Tel. Co.	High Springs	122	16			138
Kissimmee Tel. Co.	Interlachen	12	32	11		55
	Kissimmee	303	52	20		375
	St. Cloud	87	18			105
Lake Butler Tel. Co.	Lake Butler	63	86			149
Lake County Tel. Co.	Apopka	62	73			135
	Clermont	43	6			49
	Eustis	237	18	12		267
	Groveland	36	16			52
	Mount Dora	49	16	1		66
	Mont Verde	18	4			22
	Oakland	18	16	2		36
	Tavares	60	13	2		75
	Umatilla	82	44		8	134
	Winter Garden	148	50	5		203
Lake Worth Tel. Co.	Lake Worth	261	13	5		279
Lawtey Tel. Co.	Lawtey	22	9	1		32
Lee County Tel. Co.	Ft. Myers	452	112	7		571
Leesburg Tel. Co.	Leesburg	284	119	14		417
Madison Tel. Co.	Madison	227	5	6	43	281
Magill Tel. Co.	LaBelle and Moore Haven	92	18			110
Malone Tel. Co.	Malone	19	5			24
Mitchell Tel. Co.	Sebring	143	31	1	1	176
McIntosh Tel. Co.	McIntosh	40	36		50	126
Molino Tel. Co.	Molino	32	17			49
Monticello Tel. Co.	Monticello	188	22			210
Ocala Tel. Co.	Ocala	669	49	75	13	886
Okeechobee Tel. Co.	Okeechobee	95				95
Orange City Tel. Co.	Orange City	26	1			27
Pasco Tel. Co.	Dade City	155	99	4		258

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922.—(Continued.)
SUBSCRIBERS' STATIONS IN OPERATION AT DECEMBER 31ST, 1922—ALL CLASSES OF COMPANIES.

NAME OF COMPANY.	EXCHANGES IN FLORIDA	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
Peninsular Tel. Co.....	Bartow	506	31	41	.....	.....	578
	Bradentown and Palmetto	1,221	308	144	.....	46	1,719
	Clearwater and Largo	514	239	45	.....	461	1,259
	Frostproof	87	44	1	.....	.....	132
	Haines City	90	37	.....	.....	.....	127
	Lakeland	1,601	139	92	.....	151	1,983
	Lake Wales	196	63	9	4	.....	272
	Mulberry	79	19	1	.....	.....	99
	Plant City	557	137	17	.....	3	714
	Sarasota	371	94	17	.....	.....	482
	Tarpon Springs	195	81	13	.....	.....	289
	Tampa, Port Tampa and West Tampa ..	8,638	88	914	.....	1,088	10,728
	Winter Haven	305	115	13	.....	.....	433
Quincy Tel. Co.....	Quincy	384	178	55	.....	.....	617
Riverside Tel. Co.....	Blountstown	41	35	.....	.....	.....	76
Ruskin Tel. Co.....	Ruskin	18	.....	.....	.....	.....	18
Scott Tel. Co.....	Arcadia	425	143	18	.....	.....	586
	Avon Park	96	30	3	.....	.....	129
	Bowling Green	24	17	1	.....	.....	42
	Wauchula	194	59	2	.....	.....	255
Sorrento Tel. Co.....	Sorrento	4	.....	.....	.....	.....	4
South Atlantic Tel. Co.....	Miami	3,909	.....	628	.....	2,537	7,074
	Miami Beach	251	.....	36	.....	442	729
Southern Bell Tel. & Tel. Co.....	Chipley	144	12	.....	6	.....	162
	Daytona	1,188	4	123	6	613	1,934
	DeLand	488	28	55	.....	149	720
	Delray	38	7	.....	.....	.....	45
	Fernandina	218	6	18	.....	.....	242
	Gainesville	782	19	56	18	55	930

Geneva	14	15	1			30
Graceville	42	6		23		71
Green Cove Springs	124		7	7	61	199
Havana	37	13	1	11		62
Jacksonville	10,609	1,048	6,696	7	2,352	15,712
Key West	837		85	7	245	1,174
Lake City	247	3	14	18	28	310
Lynn Haven	60	2	2			64
Micanopy	60	18		37		115
Orlando	1,335	67	210		480	2,092
Ovela	33	12				45
Pablo Beach	27	8	1			36
Palatka	530	55	56	21	9	671
Panama City	215	27	8	11	24	285
Pensacola	2,501	118	283	14	479	3,395
Sanford	658	100	73	6	67	904
St. Andrews	45		2			47
St. Augustine	893	81	91	16	722	1,803
Stuart	73	5				78
West Palm Beach	1,655	18	237		2,103	4,013
Tallahassee	631	120	59	10	86	906
Starke	149	40		23		212
Bonifay	121	26		9		156
Winter Park	356	50			185	591
West Coast Tel. Co.	2,998		148		315	3,461
Totals	55,024	6,032	5,568	492	12,784	79,900

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Ward - Jennings

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922.
NEW CONSTRUCTION EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Central Office Equipment	Substation Equipment	Aerial Plant	Underground Plant	Buildings	Other Additions	Total
Brevard County Tel. Co.....	Cocoa	\$ 1,059.16	\$ 1,088.19	\$ 6,168.37	\$	\$	\$	\$ 8,315.72
	Ft. Pierce ...	94.55	828.20	420.07	.....	.....	.....	1,342.82
	Jensen .....	.....	.....	.....	.....	.....	.....	.....
	Melbourne .....	.....	151.58	87.15	.....	.....	.....	238.73
	New Smyrna ..	16.35	1,611.14	338.46	.....	.....	.....	1,965.95
	Titusville .....	.....	186.78	70.38	.....	.....	.....	257.16
	Vero	58.36	173.22	140.83	.....	.....	.....	372.41
Company Total .....	.....	1,228.42	4,039.11	7,225.26	.....	.....	.....	12,492.79
Dade County Tel. Co.....	Homestead ..	1,618.82	880.31	7,879.81	.....	.....	47.63	10,426.57
East Florida Tel. Co.....	System	199.20	219.12	469.62	.....	.....	842.67	1,730.61
Florida Tel. Co.....	Alachua .....	.....	.....	.....	.....	.....	.....	.....
	Branford .....	.....	.....	.....	.....	.....	.....	.....
	Jasper	125.00	.....	600.00	550.00	.....	.....	1,275.00
	Live Oak .....	.....	.....	600.00	300.00	.....	.....	900.00
	Mayo .....	.....	.....	.....	.....	.....	.....	.....
	Wellborn .....	.....	.....	.....	.....	.....	.....	.....
	White Springs ..	.....	.....	.....	.....	.....	.....	.....
	Williston .....	.....	.....	.....	.....	.....	.....	.....
Company Total .....	.....	125.00	.....	1,200.00	850.00	.....	.....	2,175.00
Gulf Tel. & Tel. Co.....	.....	.....	.....	128.25	.....	.....	497.27	625.52
Kissimmee Tel. Co.....	Kissimmee .....	.....	.....	4,198.00	.....	.....	.....	4,198.00
	St. Cloud .....	.....	.....	.....	.....	.....	.....	.....
Company Total .....	.....	.....	.....	4,198.00	.....	.....	.....	4,198.00
Lake County Tel. Co.....	Apopka .....	.....	.....	.....	.....	.....	.....	.....
	Clermont .....	.....	.....	.....	.....	.....	.....	.....
	Eustis .....	.....	.....	350.00	600.00	.....	.....	950.00
	Groveland .....	.....	.....	.....	.....	.....	.....	.....
	Mt. Dora	900.00	.....	1,200.00	600.00	.....	.....	2,700.00
	Mt. Verde .....	.....	600.00	200.00	.....	.....	.....	800.00
	Oakland	400.00	1,050.00	900.00	.....	.....	.....	2,350.00
	Tavares .....	.....	.....	1,100.00	700.00	.....	.....	1,800.00
	Umatilla .....	.....	600.00	.....	1,200.00	.....	.....	1,800.00

	Winter Garden .....	.....	.....	.....	.....	.....	.....	.....	.....
	Toll System ..	.....	.....	1,586.00	.....	.....	.....	.....	1,586.00
Company Total .....	.....	1,300.00	2,250.00	5,336.00	3,100.00	.....	.....	.....	11,986.00
Lee County Tel. Co.....	Ft. Myers.....	200.91	1,281.40	1,938.92	.....	.....	500.50	.....	3,921.73
Leesburg Tel. Co.....	Leesburg .....	.....	1,673.89	.....	.....	.....	500.00	.....	2,173.89
Ocala Tel. Co.....	Ocala	7,477.76	1,251.08	1,249.22	.....	.....	.....	.....	9,978.06
Peninsular Tel. Co.....	Bartow	\$ 27,959.33	\$ 6,036.44	\$ 1,351.75	\$ 6,515.02	\$ 29.58	\$ 161.00	\$	42,053.12
	Bradentown and Palmetto. Clearwater	† 2,146.68	4,678.91	2,979.04	† 411.01	.....	784.42	.....	5,884.68
	and Largo ...	27,082.46	7,115.26	2,526.63	9,565.85	1,721.88	453.18	.....	48,465.26
	Frostproof ..	122.43	674.51	4,899.43	723.52	.....	† 103.03	.....	6,316.86
	Haines City....	199.58	737.02	4,095.78	1,546.55	.....	357.07	.....	6,936.00
	Lake Wales...	345.02	1,179.84	2,266.36	1,632.23	.....	405.27	.....	5,828.72
	Lakeland	418.08	5,303.22	5,318.37	523.69	.....	830.71	.....	12,394.07
	Mulberry	5.31	303.26	63.51	163.84	.....	† 3.43	.....	532.49
	Plant City ...	585.01	2,070.69	952.69	60.67	300.00	399.61	.....	4,368.67
	Sarasota	13.06	888.69	1,867.85	114.52	.....	205.85	.....	3,089.97
	Tampa, Pa. Tampa, West Tampa	120,690.39	31,368.42	23,446.74	57,227.45	21,284.61	5,765.59	.....	259,783.20
	Tarpon Spgs..	.....	† 55.17	127.10	.....	.....	28.65	.....	100.58
	Winter Haven	2.43	2,077.64	1,826.76	159.26	.....	50.85	.....	4,116.94
Toll System .....	.....	13,441.23	611.99	15,227.26	244.22	.....	.....	.....	29,524.70
Company Total .....	.....	188,717.65	62,990.72	66,949.27	78,065.81	23,336.07	9,335.74	.....	429,395.26
Quincy Tel. Co.....	Quincy	1,923.72	1,124.16	1,432.30	.....	.....	612.54	.....	5,092.72
Scott Tel. Co.....	Arcadia	822.75	59.29	1,903.75	.....	.....	.....	.....	2,785.79
	Avon Park...	132.04	66.40	37.15	.....	.....	.....	.....	185.59
	Bowling Green	.....	.....	.....	.....	.....	.....	.....	30.15
	Wauchula .....	.....	.....	507.62	.....	.....	143.50	.....	651.12
Company Total .....	.....	954.79	125.69	2,448.52	.....	.....	.....	.....	3,592.35
South Atlantic Tel. & Tel. Co.....	Miami	382,751.81	42,056.32	44,734.03	† 1,805.64	21,509.95	8,359.00	.....	497,605.47

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1922.—(Continued.)
NEW CONSTRUCTION EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Central Office Equipment	Substation Equipment	Aerial Plant	Underground Plant	Buildings	Other Additions	Total
Southern Bell Tel. & Tel. Co.....	Chipley	\$† 94.49	\$ 41.96	\$† 235.08	\$.....	\$.....	\$.....	\$† 287.61
	Daytona	† 148.62	5,186.14	4,712.76	476.55	.....	.....	10,226.83
	DeLand	197.53	36.09	4,201.88	323.38	.....	.....	4,758.88
	Delray	167.82	76.68	1,212.61	.....	.....	.....	1,457.11
	Fernandina ..	53.56	† 43.14	† 17.84	.....	.....	.....	† 7.42
	Gainesville ..	165.89	129.52	487.45	.....	.....	.....	782.86
	Geneva	59.99	27.38	55.42	.....	.....	.....	142.79
	Graceville ...	† 26.44	† 82.35	44.56	.....	.....	.....	† 64.23
	Green Cove Springs ...	113.94	856.38	164.11	.....	.....	.....	1,134.43
	Havana	80.74	† 93.63	† 135.10	.....	.....	.....	† 147.99
	Jacksonville ..	61,556.39	28,850.32	41,360.36	46,436.80	† 59,006.27	.....	119,197.60
	Key West....	† 2,284.72	† 736.71	170.31	16.14	439.94	.....	† 2,395.04
	Lake City....	90.54	† 46.55	3,181.25	13.28	.....	.....	3,238.52
	Lynn Haven..	31.84	31.87	130.21	.....	.....	.....	193.92
	Micanopy	8.43	† 41.19	57.52	.....	.....	.....	24.76
	Orlando	4,175.29	5,204.75	12,332.41	35,470.49	.....	.....	57,182.94
	Oveida	† 12.31	19.29	† 166.31	.....	.....	.....	† 159.33
	Pablo Beach..	† 39.76	155.21	78.44	.....	.....	.....	193.89
	Palatka	1,107.67	161.74	3,128.34	† 75.80	.....	.....	4,321.95
	Panama City..	685.38	207.46	907.01	.....	.....	.....	1,799.85
	Pensacola ..	1,847.80	1,556.26	4,918.01	9,478.98	.....	.....	17,801.05
	Sanford	4,924.15	1,113.00	† 114.27	1,188.06	.....	.....	7,110.94
	St. Andrews..	138.65	† 189.68	† 28.14	.....	.....	.....	† 79.17
	St. Augustine..	395.21	2,268.47	2,677.93	408.20	.....	.....	5,749.81
	Stuart	† 4.70	622.71	773.24	.....	.....	.....	1,391.25
	West P. Beach	10,983.57	14,058.90	34,342.57	31,398.34	.....	.....	90,783.38
	.....	.....	.....	24,776.74	417.99	.....	.....	25,194.73
Toll System .....	.....	.....	.....	139,016.39	125,552.41	† 58,566.33	.....	349,546.70
Company Total .....	.....	84,173.35	59,370.88	.....	.....	.....	.....	.....
Southern Tel. & Cons. Co.....	Tallahassee ..	4,643.49	2,605.49	963.22	.....	.....	285.40	8,497.60
West Coast Tel. Co.....	St. Petersburg	35,187.46	17,045.52	28,247.01	36,685.68	6,828.96	9,792.75	133,787.31
Grand Total .....	.....	\$710,502.38	\$196,913.69	\$313,415.82	\$242,448.26	\$† 6,971.50	\$ 30,917.00	\$1,487,225.65

†Debit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR
1922.

GENERAL BALANCE SHEET—ENTIRE COMPANY.

ITEMS	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
ASSETS		
Plant and equipment.....	\$193,974,907.81	\$ 50,000.00
Construction in progress.....	5,533,207.70	.....
Investment in securities.....	11,851,737.79	.....
Long-time advances	1,867,642.37	.....
Miscellaneous investments .....	.....	.....
Working assets and accrued income.....	45,605,638.23	1,033,510.46
Deferred debit items.....	1,985,142.37	.....
Total assets	\$260,818,276.27	\$ 1,083,511.46
LIABILITIES		
Capital stock	\$ 99,786,726.66	\$ 50,000.00
Capital stock of subsidiary companies...	1,771,725.00	.....
Funded debt	46,994,000.00	.....
Working and accrued liabilities.....	24,268,243.33	837,713.73
Deferred credit items.....	41,143,043.68	.....
Profit and loss.....	46,854,537.60	195,797.73
Total liabilities	\$260,818,276.27	\$ 1,083,511.46

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR
1922.

INCOME ACCOUNT—ENTIRE COMPANY.

ITEMS	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
OPERATING INCOME		
Telegraph and cable operating revenue..	\$105,447,748.43	\$ 2,349,477.59
Telegraph and cable operating expenses..	82,696,836.83	2,251,073.78
Net operating revenue	22,750,911.60	98,403.81
Uncollectable revenue	421,791.00	11,773.41
Taxes assignable to operations.....	4,973,000.00	83,714.77
Total deductions	\$ 5,394,791.00	\$ 95,488.18
Operating income	\$ 17,356,120.60	\$ 2,915.63
Non-operating income	1,668,557.14	.....
Gross income	\$ 19,024,677.74	\$ 2,915.63
Deductions from gross income.....	5,819,325.84	.....
Net income	\$ 13,205,351.90	\$ 2,915.63
Appropriations of net income.....	2,047,171.56	.....
Profit and loss balance.....	\$ 11,158,180.34	\$ 2,915.63

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR
1922.

PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY.

ITEMS.	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
Balance at beginning of year.....	\$ 43,063,692.55	.....
Balance from current year's income.....	11,158,180.34	.....
Miscellaneous credits	396,424.28	.....
Miscellaneous debit	781,065.32	.....
Dividend appropriations	6,982,694.25	.....
Balance Dec. 31, 1922.....	\$ 46,854,537.60	\$ 195,706.73

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1922.
OPERATING REVENUE, ENTIRE COMPANY AND STATE OF FLORIDA.

ITEMS.	WESTERN UNION TELEGRAPH COMPANY				POSTAL TELEGRAPH-CABLE COMPANY			
	Entire Company	State of Florida			Entire System	State of Florida		
		Intrastate	Interstate	Total		Intrastate	Interstate	Total
Revenue from Transmission Telegraph:								
Commercial telegraph tolls.....	\$ 82,933,113.32	\$360,516.00	\$1,074,912.00	\$1,435,428.00	\$1,980,814.12	\$ 51,879.21	\$230,723.19	\$282,602.40
Telegraph tolls and cable messages.....	1,681,174.04	.....	21,036.00	21,036.00	56,017.56	.....	3,082.31	3,082.31
Government telegraph tolls.....	698,337.54	.....	.....	.....	64,911.95	459.09	1,446.42	1,905.51
Press telegraph tolls.....	2,338,697.78	10,064.00	4,275.00	14,339.00	69,982.52	1,927.09	767.31	2,694.40
Money transfer tolls.....	1,784,921.86	10,187.00	29,549.00	39,736.00	9,438.98	.....	1,645.16	1,645.16
Stock and commercial news revenue.....	3,109,850.67	.....	10,255.00	10,255.00	27,489.23	.....	1,006.50	1,006.50
Other telegraph transmission revenue.....	.....	.....	.....	.....	10,700.41	.....	3,777.96	3,777.96
Telephone transmission tolls—Debit.....	† 644,763.52	† 2,291.00	† 3,164.00	† 5,455.00	.....	* 16.60	* 51.28	* 67.88
Total Transmission Revenue Telegraph.....	\$ 91,901,331.69	\$378,476.00	\$1,136,863.00	\$1,515,339.00	\$2,219,354.77	\$ 54,281.99	\$242,500.13	\$296,782.12
Revenue from Transmission Cables:								
Commercial cable tolls.....	9,632,948.68	.....	.....	.....	.....	.....	.....	.....
Government cable tolls.....	85,401.69	.....	.....	.....	.....	.....	.....	.....
Press cable tolls.....	830,678.40	.....	.....	.....	.....	.....	.....	.....
Other cable transmission revenue.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Cable Transmission Revenue.....	\$ 10,549,028.77	.....	.....	.....	.....	.....	.....	.....
Revenue Other Than Transmission:								
Rents from leased wires.....	\$ 1,086,294.91	\$ 365.00	.....	365.00	44,414.47	.....	.....	.....
Rents from other operated property.....	412,489.94	3,643.00	6,735.00	10,378.00	21,596.63	.....	712.83	712.83
Money transfer premiums.....	1,045,415.50	5,381.00	15,638.00	21,019.00	6,538.29	.....	1,110.25	1,110.25
Messenger service revenue.....	1,068,084.58	9,798.00	.....	9,798.00	3,529.16	6.17	.....	6.17
Time service revenues.....	947,528.27	15,137.00	.....	15,137.00	.....	.....	.....	.....
Other non-transmission revenues.....	272,716.45	81.00	2,754.00	2,835.00	54,044.27	.....	1,645.79	1,645.79
Total Non-Transmission Revenues.....	\$ 4,832,529.65	\$ 34,405.00	\$ 25,127.00	\$ 59,532.00	\$ 130,122.82	\$ 6.17	\$ 3,468.87	\$ 3,475.04
Contract Revenues—Dr.....	\$ 1,835,141.68	\$ 730.00	\$ 1,265.00	\$ 1,995.00	.....	.....	.....	.....
Grand Total.....	\$105,447,748.43	\$412,151.00	\$1,160,725.00	\$1,572,876.00	\$2,349,477.59	\$ 54,288.16	\$245,969.00	\$300,257.16

†Debit.
•Credit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1922.
OPERATING EXPENSES, ENTIRE COMPANY AND STATE OF FLORIDA.

NAME OF ACCOUNT	Western Union Tel. Co.		Postal Tel.-Cable Co.	
	Entire Company	State of Florida	Entire Company	State of Florida
Maintenance:				
Supervision of maintenance.....	\$ 2,336,461.82	\$ 31,313.00	\$ 18,874.72	\$ 72.00
Repairs of office equipment.....	2,605,483.24	24,456.00	16,351.38	937.17
Repairs aerial plant.....	4,524,317.43	84,211.00	303,101.89	27,422.28
Repairs underground plant.....	232,442.52	1,202.00	2,619.07	112.62
Repairs ocean cables.....	1,219,999.99			
Repairs buildings and grounds.....	71,273.70	61.00		
Testing and regulating.....	3,737,713.71	56,145.00	39,134.09	243.55
Minor rents for property.....	479,219.20	3,307.00	15,872.88	1,651.34
Depreciation of plant and equipment.....	6,250,000.00	74,100.00		
Extraordinary depreciation				
Other maintenance expenses.....	372,721.18		11,228.91	2,638.70
Repairs charged reserves—Credit.....	535,128.83	3,749.00		
Total Maintenance	21,294,503.96	271,046.00	407,182.92	33,077.66
Conducting Operations:				
Supervision	7,296,450.28	137,583.00	379,944.44	40,072.96
Operators	23,523,459.02	370,329.00	551,348.66	62,586.93
Telegraph and cable office clerks.....	6,822,646.12	113,025.00	243,448.00	27,822.70
Messenger service expenses.....	5,483,552.95	82,962.00	227,441.62	24,703.14
Operating power	694,060.03	12,451.00	13,731.78	1,683.38
Rent of telegraph and cable offices.....	4,237,331.28	55,726.00	152,839.14	21,140.47
Telegraph and cable office stationery and printing.....	2,696,041.30	47,357.00	62,153.93	2,061.45
Operators' schooling	267,753.72	3,642.00		
Rest and lunch rooms.....	89,902.75	1,855.00		
Miscellaneous telegraph and cable office expense.....	2,404,698.19	46,245.00	32,776.64	6,124.59
Obtaining stock and commercial news.....	268,424.98	894.00		
Telephone company service.....	630,322.79	3,729.00	19,247.24	2,117.12
Commissions	823,031.12	11,184.00	32,992.83	4,404.89

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1922.
OPERATING EXPENSES ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	Western Union Tel. Co.		Postal Tel.-Cable Co.	
	†Entire Company	State of Florida	Entire Company	State of Florida
Advertising and soliciting.....	447,607.50	8,785.00	6,713.37	288.67
Traffic damages	123,763.92	2,207.00	8,230.11	1,466.51
Other expenses	2,070,318.37	811.00	126.46	3,564.45
Total Conducting Expenses.....	57,879,364.32	898,785.00	1,730,994.22	207,037.26
General Expenses:				
Salaries of general officers.....	197,630.76	2,870.00	15,840.78	681.15
Salaries of general office clerks.....	988,647.91	18,119.00	19,083.20	820.58
Expenses of general officers and clerks.....	69,311.56	1,258.00	2,254.13	96.93
General stationery and printing.....	58,313.12	793.00	9,146.67	131.69
Other general office supplies and expenses.....	195,675.77	2,599.00	10,178.10	437.66
General law expenses.....	167,223.46	2,566.00	1,139.24	48.99
Insurance	83,573.87	1,269.00	2.00	.....
Accidents and damages.....	82,613.27	1,487.00	2,816.92	121.13
Law expenses connected with damages.....	156,141.60	2,807.00	2,067.43	88.89
Relief department and pensions.....	1,251,669.28	15,550.00	6,635.58	285.32
Valuation expenses	157,933.06	2,468.00	.....	.....
Other general expenses.....	114,234.89	1,360.00	139,220.75	14,222.78
Total General Expenses.....	3,522,968.55	53,146.00	208,384.80	16,935.12
Grand Total	\$ 82,696,836.83	\$ 1,222,977.00	\$ 2,346,561.96	\$ 257,050.04
Operating ratio %.....	78.40	77.75	99.88	85.61

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR 1922.
MESSAGE STATISTICS AND NUMBER OF OFFICES, ENTIRE COMPANY AND STATE OF FLORIDA.

CLASS OF MESSAGES	Western Union Tel Co.		Postal Tel.-Cable Co.	
	Entire *Company	State of *Florida	Entire Company	State of Florida
Day messages	7,356,000	.....	*	*
Night messages	519,700	.....	*	*
Day letters	819,800	.....	*	*
Night letters	1,779,500	.....	*	*
Government messages	218,100	.....	*	*
Money order transfer messages.....	181,700	.....	*	*
Press messages	273,700	.....	*	*
Total	11,148,500	.....	*	*
CLASS OF OFFICES				
Independent Offices:				
Main	2,569	.....	193	.....
Branch	1,234	.....	61	.....
Joint Offices:				
With railways	20,771	.....	110	.....
With telegraph-cable companies.....	.....	.....	.....	.....
With telephone companies.....	6
Total number of offices.....	24,580	364

*Data for this column not reported.

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